The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5018 | 光緒三十一年十一月初二日 | TUESDAY, NOVEMBER 28, 1905. | 二拜禮 | 號八廿月一十英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND,—
Sterling Reserve.....$10,000,000 } $18,500,000
Silver Reserve .....$ 8,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. | F. Sallnger, Esq.
E. Goetz, Esq. | E. Shellim, Esq.
C. R. Lenzmann, Esq. | Hon. R. Shewan.
G. H. Medhurst, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 16th November, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.
Hongkong, 9th September, 1905. [25

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,940,000

Head Office—YOKOHAMA.

Branches and Agencies.

YOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1905. [20

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.
Hongkong, 18th May, 1905. [24

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS.
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [21

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN..... H. W. Kenrick, R.N.R.	About 2nd December	Freight and Passage.
LONDON, &c.	BENGAL..... W. W. Cook, R.N.R.	Dec. 2nd Noon.	*See Special Advertisement.*
YOKOHAMA VIA SHANGHAI, MOJI and KOBE.	PALAWAN ..... H. G. Pye, R.N.R.	About 10th December	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES and BARCELONA	PALERMO ..... E. G. Andrews	About 14th December	Freight only.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 28th November, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

OF

BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.
RIPPINGILLE'S OIL HEATING STOVES.
SLOW COMBUSTION STOVES.
COOKING UTENSILS OF ALL DESCRIPTIONS.
HINK'S LAMPS & LAMP SHADES.
KENT'S CELEBRATED BRUSHES
CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.
Hongkong, 30th October, 1905 [34

CHAMPAGNES.

PAUL DOMMIER & CO. (Gold Marque).
IRROY & CO. CARTE D'OR VIN 1898.
LANSON PERE ET FILS VIN 1900.
POL ROGER VIN 1898.
GIESLER & CO.
BOLLINGER & CO. EXTRA QUAL VIN 1898.
POMMERY & GRENO.

Special quotations for Balls, Dances, Picnics, &c.

Telephone No 7

CALDBECK MACGREGOR & CO.,
SOLE AGENTS
15, Queen's Road Central.
Hongkong, 26th October, 1905. [37

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

THE POSITION OF SECRETARY to the Company will become vacant in April next. Applications for the appointment (in writing only) are to be addressed to the Undersigned.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 27th November, 1905. [1165

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the FINAL CALL of $5.00 (Five Dollars) per Share has been made and is PAYABLE at the Company's Office, St. George's Buildings, on or before 1st December, 1905.

Shareholders are requested when paying the above-mentioned Call to send to the Company's Agents their Provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th October, 1905. [1043

NOTICE OF REMOVAL.

N. LAZARUS, Optician, has REMOVED to
3, PEDDER STREET,
(late Cottam & Co.).
Hongkong, 27th November, 1905. [1162

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MANDOLINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—
"E.,"
C/o *Hongkong Telegraph.*
Hongkong, 12th September, 1905. [922

NOTICE.

THE UNITED STORES,
GENERAL STOREKEEPERS, ARMY AND NAVY COMPRADORES, STEVEDORES, COAL MERCHANTS, &C.

Most respectfully beg to inform the Public that they have opened a store in the Colony at No. 92, Queen's Road Central,

AND are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind patronage of the Public.

PRICES VERY MODERATE.
Hongkong, 15th November, 1905. [1068

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [978

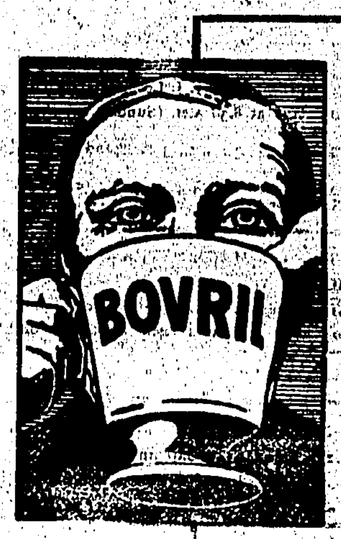
GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 Lt. net $4.75 per Cask ex Factory.
In Bags of 250 lbs. net $2.60 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [8

Intimations.



The cup that feeds.

57]

"MINIMAX" HAND FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting, Destroys all smoke, Can be used by anyone, even lady or child, Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [208

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
Hongkong, 7th February, 1905. [26

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.

Cable Address:—"Chef." KOWLOON J. W. OSBORNE, Proprietor and Manager. [39

VICTORIA HOTEL, *SHAMEEN, CANTON,* ON THE BRITISH CONCESSION.

MACAO HOTEL *MACAO, CHINA,* IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

[77 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [28

Telegraphic Address: 'CONNAUGHT' CONNAUGHT HOTEL. *Telephone,* No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished. | Flush Water Lavatories.
Hydraulic Elevator. | Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. | Under European Management.
Launch Service for Guests.
Hongkong, 16th June, 1905. [638

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipoh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshio, Yubokibara and other Coals.

38] S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.
Hongkong, 20th September, 1905. [948

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong 18th May, 1905. [52

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain W. A. Valentine.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

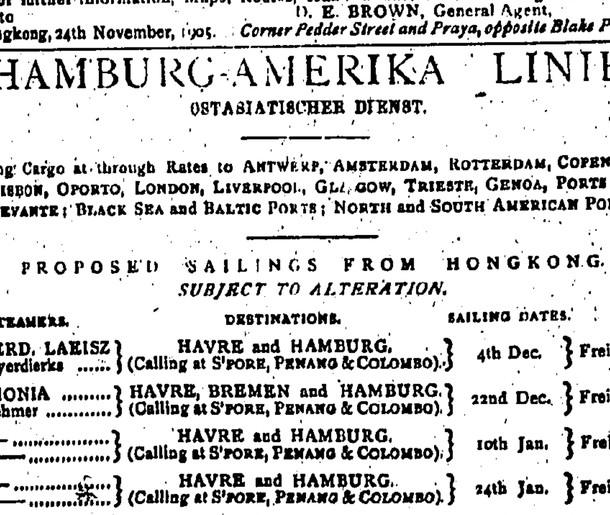
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS. R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, Nov. 29	Dec. 23
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Dec. 13	Jan. 3
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S P. CIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,
Hongkong, 24th November, 1905. *Corner Pedder Street and Praya, opposite Blake Pier.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ, Meyerdierks	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Dec.	Freight.
SITHONIA, Brehmer	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd Dec.	Freight.
——	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Jan.	Freight.
——	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan.	Freight.
NUBIA, Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	About 11th Jan.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Hongkong, 25th November, 1905. King's Buildings. [4

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [4

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.

ON WEDNESDAY, the 6th day of December, 1905, at Noon, the Steamship *PRINZ REGENT LUITPOLD*, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, HERBERTSHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,762	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship *WILLEHAD*, Capt Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

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EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	*PRINZ WALDEMAR**	TUESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 6th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*GNEISENAU*	WEDNESDAY, 20th Dec.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th November, 1905. [3

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip $12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905 [713

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [27

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [880

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [67

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904 [66

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Brid.e Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [40

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED PAINT, GRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [44

Gold Medals PARIS 1889 & 1900

Regd. HARRIS CALNE WILTS Brand

HARRIS, CALNE-WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903 [59

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

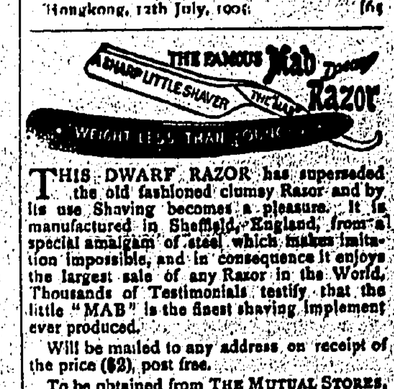
SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1906 [65



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [63

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a Speciality.

Hongkong, 22nd September, 1903 [56

Intimation.

WM. POWELL, LIMITED.

ALEXANDRA BUILDINGS,
Des Voeux Road.

GOODS FOR LADIES' WEAR NOW ON SHOW

In our fine LARGE WINDOW,
COMPRISING:—
TWEED & CLOTH
COSTUMES.
AUTUMN
JACKETS.
GOLF CAPES,
OPERA CAPES,
FUR CAPES,
STOLES,
NECKLETS,
JACKETS,
and
MUFFS.
BLOUSES,
SHIRTS,
and
GOLF JERSEYS.
GLOVES,
BELTS,
FEATHER STOLES,
DRESS SKIRTS
and
UNDERSKIRTS.

NEWEST SILKS AND DRESS FABRICS.

SMART MILLINERY.

All the above Goods have just arrived from Europe.

PRICES MODERATE.

Wm. POWELL, Ld.,
Alexandra Buildings,
HONGKONG.

Hongkong, 23rd November, 1905. [18

Intimation.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyce says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

Notices of Firms.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day appointed Messrs. SHEWAN, TOMES & Co., GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
General Manager for the East.

Hongkong, 14th November, 1905. [1119

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

Head Office: Moorgate St., London.

I HAVE this day appointed Messrs. SHEWAN, TOMES & Co., AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
Manager for the East.

Hongkong, 14th November, 1905. [1120

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th November, 1905. [2

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given *before* 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 28th instant, at 9.30 A.M.

All Claims must reach us before the 4th of December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 23rd November, 1905. [3

THE SHANGHAI-NANKING RAILWAY.

OPENING OF THE FIRST SECTION.

INTERESTING SPEECH BY LORD LI.

The good people of Nanking saw signs and wonders on Saturday (18th Nov.) and trooped out in their hundreds to mark and noise abroad what they had seen. They were simultaneously invaded by two definite symbols of western civilization—the first railway train and the first silk hat—and he would be venturesome who would tell which they admire the more. For admire they undoubtedly did. These innovations were being countenanced by the high and important among the gentry of the province, they were the objects therefore of an approved curiosity, and rumour had it, moreover, that they were to bring prosperity, if not wealth, behind them. For all of which reasons the train and its heavy freight of mandarins, native and foreign, was quietly but not less warmly welcomed.

It was only in April last year that H. E. Sheng Kungpao, as Director-General of Railways in this province, cut the first sod of the railway which by linking up the great port of Shanghai with the great southern capital of China is destined to be, though comparatively short, one of the most important of the many trunk lines now to be constructed throughout the Empire. Not much has been heard of the progress of work during those intervening eighteen months, but instead of talking there has been doing, with the result that the completion of the building is already in sight. The opening of a short section of twelve miles on Saturday is mainly significant because it reveals that the sections beyond are all well advanced, and the sanguine on the Board of Directors are hoping to see the service through to Soochow in the Spring and perhaps to Nanking in the Autumn. Mr. Shên Tun-ho's desires may have run away with his belief a little at Saturday's auspicious function, but it is certainly true that it will be possible, unless most unforseen events occur, to travel by train to Nanking very much sooner than most foreigners had anticipated.

The metals for the new railway join on to those of the earlier Woosung Line, and Shanghai station is therefore no longer a terminus. On the platform on Friday afternoon were to be seen, besides a large number of the provincial and Shanghai gentry, most of the representative Britishers of the Settlement, headed by Sir Pelham Warren, K.C.M.G., Sir Havilland de Sausmarez, the Rev. A. J. Walker, Mr. Fred Anderson, and the Directors and official of the British and Chinese Corporation. A train of five coaches—the new ones are not yet available—was drawn up by the platform, and like the engine, was gaily decorated with Chinese Imperial flags and yellow flowers. The letters "S. N. R." were picked out in large floral letters on the carriage side. Two of the ten new and powerful engines imported from the Atlas Company, Glasgow, had steam up. Attached to the train itself was the "Gabriel James Morrison," named in memory of the engineer of the first Woosung railway, who, in his lifetime, took great interest in what was then only a project; this was in charge of Mr. T. J. Dunstan, Traffic Superintendent. A pilot engine, which left a few minutes before the train, was in charge of Mr. J. Tuxford.

After the Directors and principal guests had dutifully stood up to the camera, and the band of the Chinese cruiser Haichi, kindly lent by Admiral Sah, had shown how well they can play, the foreigners boarded the train, the seats in which were already almost entirely occupied by the Chinese guests. The scene was reminiscent of morning trains to the City from a populous suburb, but in the present instance those standing were able, as they would not have been able in London, to enjoy the air and the view from the outside platforms between the cars. The whistle blew, outside passengers steadied themselves by the rail, and the train was off.

Commencing at a moderate rate, the train steamed past the outskirts of Shanghai, now stretching so far into the country, past the new creek bridge at the end of Markham Road, past the factories and filatures, into green rice-fields, broken by grave mounds and clustered trees hiding the homes of the workers dotted about the fields or lining up to see the newest wonder. It was noticeable that there were no signal posts by the railside, but about every 100 yards a Chinese bearing a dragon flag was stationed, his function apparently being to warn any too curious of his countrymen against wandering on to the metals and meeting the fate of Stephenson's "coo." The track is a single one at present but the embankment has been made up, perhaps in readiness for a future duplication. It runs to Naziang in almost a straight line, with practically no gradient, and the only serious natural obstacle encountered in this part of the line was the largish creek just this side of Naziang. The smaller creeks were usually filled in; or, where the stream was required for irrigation purposes, culverted. There is to be one intervening station at Chonju, and here the pace was reduced almost to stopping, but over a considerable distance a speed of 42 miles per hour was attained. Naziang was reached in just over half-an-hour.

Two decorated houseboats lying in the creek a short distance from the station, awaiting certain passengers by the train who were to make them the headquaters of a week-end sporting expedition, indicate one direction at least in which the coming of the railway will be appreciated.

The low-built crowded houses of Naziang lie half-a-mile or rather more from the station, the only erections in the immediate vicinity of which at present are the bungalows of the engineers, and a huge matshed put up for the inaugural festivities. Into this the visitors marched, and found seats, champagne, and cake, what time the band of the "Haichi" discoursed more music. After a sufficient interval H. E. Lord Li Ching-fong mounted the red-baized platform, whither he was followed by Mr. David Landale (Chairman), Mr. A. H. Collinson, (Engineer-in-chief) Taotai Shên Tun-ho, Mr. J. W. Smart, and Taotai Wong Kok-shan (members of the Board of Commissioners); Mr. W. J. Gresson and Mr. H. E. R. Hunter, representing the joint agents of the British and Chinese Corporation; Dr. J. C. Ferguson, and Mr. E. Morriss (Secretary).

Lord Li then declared the railway open in a speech which was subsequently translated into faultless English by Taotai Wong Kok-shan as follows:—

Gentlemen,—In the unavoidable absence of the Director-General H. E. Sheng Kungpao, who has gone North for inspection of the Yellow River Bridge of the Ching-Han Railway, the construction of which has just been completed, the honour has devolved on me to preside in his place at this opening ceremony for the first section between Shanghai and Naziang of the Shanghai-Nanking Railway, and I am greatly pleased to see the number of foreign and Chinese guests who have graciously come to take part in the celebration. On this occasion I wish to say a few words to you, gentlemen. In my opinion, the advantage of a railway lies in its offering intercommunication between land and sea, so that in Europe and America, in all large commercial ports where shipping congregates, there you find the startingpoints of railways, of which London in England and New York in America, are notable examples. In China, Shanghai is the best situated seaport in the continent of Asia. Ships coming from the Pacific, Atlantic, and Indian Oceans to China all take Shanghai as the principal rendezvous. Its natural advantages and its large volume of trade can almost be compared with those enjoyed by London and New York, while in point of free navigation all the year round, it is equal to the above-named places, and is incomparably superior to all the other maritime ports, and the Yangtze ports in China. Therefore in discussing the economic advantages of railways in China, we must take Shanghai as the most important place, for it is an emporium which receives the commodities carried by steamers from various countries and distributes them into the interior. The position it occupies is, therefore, that of communication between China and foreign countries, which compared with the other railways giving only inter-communication within the Empire, confers advantages much greater and securer. Hence, the importance of the Shanghai-Nanking Railway is greater than that of other railways. Cavillers have, however, found objections in this railway in its running parallel to the river course, but I am sure they will see the fallacy of their views in a very short time. There have been no railways in China until now. It was only in the first year of Kuang Hsü that a proposal to start railway enterprises was first presented to the Throne. But at that time on account of the ice of ignorance not having been broken, much opposition was evinced against such an undertaking, so that although a line had been previously built from Shanghai to Woosung by some foreigners, China subsequently bought it over and consigned it into disuse. It was until the time when the Marquis Li Hung-chang opened the Kaiping mines that a line was started from Tongshan, the first ever built by China herself. Then followed such lines as the Tientsin-Shanhaikuan Railway, the Pekin-Tientsin Railway, and the Peking-Hankow Railway, most of which, on account of the length of the distance traversed and the enormous amount of capital involved, were built from foreign loans. This was not necessarily because of the poverty of China, but because of the fact that many advantages of railway undertakings were not then generally known to the people, who were, therefore, reluctant to put up their private capital for the promotion of a public measure. Now the nations of the world all regard railways as a sign of progress in civilisation. In looking at their standards of progress we find that the denser the network of railways in a country, the more wealthy and powerful has that country become. Of late the literati and officials of China have somewhat awakened to this fact. In the different provinces movements to build railways follow one after another. But while the benefits of railways are enormous, the construction of a line, whether with self-raised or borrowed capital, in its many ramifications, cannot be accomplished by single individual efforts. Thus for the early opening of this first section of the Shanghai-Nanking Railway credit is due to the High Provincial authorities of Kiangsu, H. E. Yuan Taotai, the Shanghai and Paoshan magistrates, and the officials of the Land Purchasing Department in matters concerning land purchases and protection, and to the members of the Board of Commissioners and the Engineer-in Chief and his staff for the efficiency and speed of the construction work; while for the harmonious relationship and hearty co-operation, without which success is impossible, we owe not a little to the representatives of the British and Chinese Corporation, who are the right men in the right place. (Hear, hear,) To-day's opening of this first section is the precursor of the extension of the line to Soochow and Wusieh next year, and afterwards to Changchow and, Chinkiang, thence finally connecting Nanking. Wherever this line will reach there it will prove a convenience to the travelling public, and a rapid means of transit for commodities, while it will also give impetus to the development of native products No limit can I place to the possibilities of this railway for the enrichment of this country. On the present and prospective achievements of this railway I can well offer congratulations to China, congratulations to the Kiangsu province, and congratulations to our honoured guests to-day. With these remarks I beg to propose success to the Shanghai-Nanking Railway.

The toast was drunk, all upstanding, and with much enthusiasm.

Taotai Shên Tun-ho replied to the toast in Chinese. He said that it was the aim and effort of the Board of Commissioners to construct the line as economically and as expeditiously as possible and he expected that next year would see the line in operation to Soochow and that the construction of the whole line would be completed by 1907. He endorsed the remarks made by H. E. Lord Li regarding the advantages of railways in the opening *up of inter-communication* between places and in fostering the development of trade, on which he wished somewhat to enlarge. Before the operation of the Lu-Han Railway, the steamers plying in the Yangtze River were less than fifty in number in a year, since which the number had increased by leaps and bounds to over one hundred, while the amount of cargo carried also increased proportionally. This proved conclusively the advantages conferred by railways in connecting inland places with waterways, which tended to develop the natural resources of the country and to encourage native industries. But in regard to this railway, people were dubious of the possibility of its making profits in view of its running parallel to the river and its meeting the keen competition of the large number of steamers and steam launches. Against this view, he would cite the instances of the Canton-Samshui line, which also had the lively competition of water-borne trade in the West River, but which entirely falsified such predictions by the results of its first year's operation, which netted no less a sum than about $700,000 for a line of only 30 miles in distance, with a tendency to further considerably increase. Now since the Shanghai-Nanking Railway covered six times the distance of the Samshui line, its possibilities could be well imagined. (Applause.) Again the argument had also been advanced that there was a limit to the number of the passengers as well as the quantity of products in Kiangsu and that it was difficult to see how besides the large number of steamers and small launches there was room for the addition of a railway. To disprove such reasoning he would take London as an illustration. Formerly in London the number of passengers travelling by coaches and carriages had been only about fifty to sixty thousand daily but now since the introduction of the three-decked electric tram-cars which darted through the streets, the passengers had increased ten-fold, while the number of coaches and carriages had suffered no diminution. Again in Shanghai, whilst formerly the number of carriages was a little over ten and now it reached several thousand, the number of ricshas also increased *part passu*, from several hundred to over ten thousand, which went to show that while the number of vehicles had increased, the number of passengers has grown also proportionately. Fears had also been expressed in some quarters that a railway could not compete successfully with steamers on account of the cheapness of freight charged by the latter and of the fact that speed against cheapness had very little weight in the consideration of the Chinese. To dispel this apprehension the illustration of the horse carriages and ricsha might again be employed, as the former suffered nothing through the competition of the latter on the score of cheapness. When we considered the richness of the province of Kiangsu and the premier position occupied Shanghai as a commercial centre, it might be safely anticipated that to thoroughly develop the resources of this place one Shanghai-Nanking Railway would not be sufficient to meet the needs. In conclusion, he said that in a very short time Soochow would be connected, when his hopeful predictions would be substantiated by tangible results, which would be more eloquent than any words he could say just now. He remarked on the good speed which was being made with the construction of the railway and pointed out that its earning powers would develop the sooner and thus enable it the sooner to come back under purely Chinese control. (Applause).

Mr. W. J. Gresson also acknowledged the toast on behalf of the British and Chinese Corporation, Ld. He said: Your Excellency, Mr. Shên Tun-ho and gentlemen. Negotiations were entered into some years ago by the British & Chinese Corporation to build this line in conjunction with the Imperial Chinese Railway Administration, but for various causes the construction was delayed. However, on the 25th of April last the first sod was cut by H. E. Sheng Kungpao, and since then progress has been rapid, with the result that we have been able to-day to open this section. It appears to me that this institution of the linking of Shanghai with the large towns in its neighbourhood by railway is a matter of immense everyday importance to those interested in the welfare of Shanghai, foreigners and Chinese alike. It is conceivable that at no very distant date Shanghai will have overland railway communication with all the principal cities of the Empire and that the vast interior districts will be opened up to trade. Doubtless new industries will be started in consequence, and the result will be that the trade of the country will be very largely increased. In that development, I think, Shanghai may be trusted to look well after itself and see that it derives its share of benefit. Mr. Shên Tun-ho has referred in very kindly terms to those associated with him in the construction of this railway, and on their behalf I thank him, and you, gentlemen. It is the wish of the British and Chinese Corporation to live up to the spirit of its contract and to provide China with a railway of the most modern type at the most reasonable cost that it can be done conformably with those aims. To that end we have engaged a most efficient engineer-in-chief and staff of engineers, and have the benefit of the advice of one of the most prominent consulting engineers in the world (Sir John Wolff Barry). I am sure that when the railway is completed, it will not only be a credit to their reputation, but that it will compare very favourably with any railway in the world. (Applause.) You will have noticed that the engine which brought you here to-day has been named after Mr. G. J. Morrison, who took a very great interest in this line; I think it is a fitting tribute to his memory. (Hear, hear.) I thank you for the kind wishes you have expressed. Dr Ferguson rendered Mr. Gresson's speech into Chinese.

Mr. Landale—Before we go back to Shanghai I should like, on behalf of the Board of Commissioners, to express our thanks to Lord Li for so kindly performing this opening ceromoy, and to you, gentlemen, for your attendance. I hope that next time we invite you to come for a ride upon the railway we shall be able to take you at least as far as Soochow. (Applause.)

The visitors then returned to the train, which left at 5 p.m., and carried the passengers out of a glorious sunset into the smoke of Shanghai (which almost rivals Glasgow for murkiness as approached by the railway) in just under the half-hour.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2/1⅛
Do. demand	2/3/16
Do. 4 months' sight	2/1
France—Bank T.T.	2.63
America—Bank T.T.	50⅛
Germany—Bank T.T.	2.14
India T.T.	156
Do. demand	156⅛
Shanghai—Bank T.T.	71⅛
Singapore T.T.	41 % prem.
Japan—Bank T.T.	102⅛
Java—Bank T.T.	125⅛
Buying.	
4 months' sight L/C.	2/1⅛
6 months' sight L/C.	2/1⅛
30 days' sight San Francisco & New York	51⅛
4 months' sight do.	52⅛
30 days' sight Sydney and Melbourne	2/1⅛
4 months' sight France	2.67⅛
6 months' sight "	2.69
4 months' sight Germany	2.19⅛
Bar Silver	30 3/16
Bank of England rate	4 %
Sovereign	9.49

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per picul
Malwa New	@	1,020/1,040
" Old	@	1,060/1,100
" Older	@	1,120/1,160
		Per chest
Patna New	@	930
" Old	@	930
Benares New	@	910
" Old	@	910
Persian (Paper)	@	—

Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
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By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

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Hongkong, 18th November, 1905. [46

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SCOTCH WHISKIES.

Very Special Blend,
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Old Reserve,
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Hongkong, 30th September, 1905. [49

Intimations.

E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - $16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905. [32

$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905. [33—1

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS. nor to return any Contribution.

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BIRTH.

On the 23rd November, at Shanghai, the wife of Arthur Stanley, of a son.

MARRIAGE.

On the 23rd November at Yokohama, HENRY HARRIS READ, of Shanghai, to MABEL AGNES THIRKELL, of Yokohama.

DEATH.

On the 21st November, at Shanghai, BERTINE ALLEN WALLACE, aged 11 weeks and 3 days.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 28, 1905.

EDUCATION IN KWANGTUNG.

Evidences in abundance are to be found on every side that China, recognising the advantages which Japan has derived from the adoption of western methods, is determined to follow the lead which has been given by her neighbour, and to cast off once and for all the lethargy which has for so many centuries characterised the Government of the Middle Kingdom. While the chief authorities are alive to the importance of instituting general reforms, and educational reforms in particular, it can well be understood that many of the district magistrates, imbued with old ideals and worn-out fetiches are disinclined to carry out the instructions of the officials at headquarters. Incidentally, our Special Representative with the Lien-chau Commission of Inquiry mentions the fact that at Ching-yuen the Magistrate has proved himself to be actuated by very advanced ideas. He has instituted night schools and has presented a library to the town. That is an example of the modern spirit—which sees in education the true motive power—that should be commended to the attention of other Magistrates in the interior. No single official can hope to effect very much in the way of reform. Should one enlightened magistrate endeavour to introduce modern methods, any benefit which he might confer upon the people within his jurisdiction is nullified by the apathy and ignorance of officials in adjoining districts; and it is to be feared that there is a vast amount of moth-eaten procedure which still finds favour with those dignatories who do not care to understand western forms and would not in any case adopt them. Kwangtung is probably the most progressive province in China, but even there the authorities are inclined to be dilatory in matters which do not appeal to them. Recently an order was issued by the Imperial Government to the effect that schools were to be started in which western learning should be taught. And to see that this order was carried out it was decreed that inspectors should be appointed to visit the towns in the interior and to supervise the new education being imparted. The Bureau of Education has now become aware that this order has been treated very much as a dead letter, and accordingly a very sharp circular despatch has been sent out by the Bureau requiring delinquent and dilatory officials to make no more delay on pain of being denounced to the Throne. That is the right spirit; it is the district officials who must be brought to book, if they fail to give the younger generation the advantage of an up-to-date education. The officials must see that the schools of western education are started, for the responsibility lies wholly with them. We note that the Bureau of Education also declares that the funds hitherto devoted to the support of colleges of the old *régime* are to be diverted to the use of the new schools. These are all good signs, for we know that with the spread of education and the comprehension of western standards such events as those which occurred at Lien-chau will become rarer until they disappear altogether.

MR. TAFT AND THE COASTWISE TRADE.

Mr. W. H. Taft, the Secretary of War in the United States, has now formulated his proposals for the administrative reforms which in his opinion should be made in the government of the Philippine Islands at the present time. From the point of view of Hongkong shipping firms, the most important statement made in the course of Mr. Taft's recommendations is that the extension of the coastwise shipping laws of the United States to the Philippine Islands be postponed for four years. In support of this recommendation, Mr. Taft, according to a special telegram which appears in the *Cablenews* of Manila, says that "it would be a serious detriment to the Islands to attempt to enforce now the coastwise laws, as there are not enough American vessels to carry passengers and freight, and the foreign liners which run to Manila from the United States, either directly or by way of China and Japan, would be cut off from this trade." When the Secretary of War and a number of Members of Congress were in the Philippine Islands some weeks ago, there was keen anxiety to learn the views of the ex-Governor-General on this point, and from a vague reference made at the banquet given in Manila it was assumed that the inter-island shipping laws would not be interfered with for the present at least; but the expression of opinion then delivered hardly conveyed a definite assurance. Now, Hongkong shipping firms engaged in the Manila trade can take it as a practical certainty that their fears as to their exclusion from that trade will not be realised for at least another four years. It is quite true, as Mr. Taft says, that the American vessels carrying passengers and freight to the Philippines are comparatively few, infinitesimal in number indeed, as compared with the foreign ships, the majority of which fly the British flag. But there would be a desire to enrol on the American register if the United States coastwise shipping laws were extended to the Philippines, although it is scarcely likely that the big Canadian or Australian lines would change their flag. In Hongkong we have several vessels regularly trading to Manila; they carry the bulk of the freight which is landed here from the East and West. Under the American laws they would be excluded from competing with American vessels, and the very nice question would arise whether it was worth while altering their ensign. Fortunately that question is postponed for a period, and in view of the arguments advanced by the Secretary of War for the postponement that period may extend over a decade. This is good news for shipping firms in Hongkong, and it will be matter for congratulation to all who take a pride in the red or blue ensign. It is a wise policy, that recommended by Mr. Taft, and it will harm nobody, for there is no real grievance suggested by American shipping firms in Manila that they are being ousted by foreign rivals. Another recommendation is that a reduction to 25 per cent of the Dingley Tariff on tobacco and sugar should be granted immediately. There will be a big fight over that question, and it will be best to wait for the Tariff Commission's report before judging whether Mr. Taft's suggestion is likely to be carried. It is proposed that after 1909 there should be free trade between the United States and the Philippines. That also will hit British shipping if the American shipping laws come into effect on the same date, but by that time it is probable Great Britain will have arranged a "most favoured nation" clause with the United States which will largely discount the influence of the shipping laws so far as trade between Hongkong and San Francisco is concerned. On the whole, the commercial community of Hongkong—granting that the unforeseen does not happen—may rest easy for the next four years, which is the best news that has been heard for some time.

LOCAL AND GENERAL.

FROM Friday, the 1st December, retreat will sound at 5.35 p.m.

THE Portuguese gunboat *Rio Lima* arrived from Macao yesterday.

THE U. S. torpedo-boat destroyers Bainbridge and Barry arrived from Manila last evening *en route* to Canton.

IT is reported that Chili has decided to establish a Legation at Tokio. The present Chilian Minister at Washington is said to have been appointed the representative of Chili in Japan.

CAPT. Wallis of the H.A.L. str. *Sultai*, who has been ill for some time past, died at Shanghai hospital on Friday. All the H.A.L. steamers in port half masted their flags as a token of respect.

RETURN of visitors to the City Hall Library and Museum for the week ending the 26th inst.:—Library—Non-Chinese, 291; Chinese, 104; Total 395.—Museum—Non-Chinese, 68; Chinese, 2,087; Total, 2,155.

THE following military details left per s.s. *Tientsin* on Saturday for duty in North China:—2nd Royal West Kent Regiment, Lieut-Colonel H. G. Fitton, D.S.O. (temporary duty). 1 sergeant, 2 corporals, and 43 privates.

As the outcome of a dispute yesterday, a coolie seized a chopper and inflicted some bad cuts on the back of a Chinese cook employed by Inspector Ritchie, in his quarters at Government House. The cook was removed to the Government Civil Hospital for treatment. The coolie is "wanted."

THE King has given £2,100 to the Unemployed Fund and the Prince of Wales £1,050. Mr. Seddon, the New Zealand Premier, suggests that New Zealand shall send a steamer-load of foodstuffs for the unemployed in England, and invites donations from the Government to defray the freight. He proposes a similar measure in regard to Japan.

A DINNER to the Russian officers, including some three hundred officers, was given to Mr. Bidlake and the crew on board the *Kosai Maru* at Chemulpo on the 15th inst.

ON the third page of this issue we reprint from the columns of the *N. C. D. News* a full report of the very interesting ceremony attending the opening of the first section of the Shanghai-Nanking railway on the 18th inst.

IT is stated that the expenditure incurred by the Japanese Government for the maintenance of the Russian prisoners amounts to about a hundred million yen, which works out at some Y1,500 per man. The bill is to be paid by the Russian Government before the close of the present year. It seems fairly large, and the statement will require confirmation before it is believed.

THERE has been accidentally discovered the remains of a number of officers and men of the third Port Arthur blocking expedition, who have been mourned as "missing." The other day the bodies of Japanese interred at the base of Peiki Hill were exhumed with the object of removal near a shrine erected on the summit of the hill in memory of the officers and men incurred at Port Arthur. During these operations the remains of the missing officers and men were discovered and the news was at once telegraphed to headquarters in Tokyo.

BEFORE Mr. F. A. Hazeland this morning at the Magistracy, the Captain of the s.s. *Celtic Chief* charged John Tallant, an Englishman, seaman aboard that vessel, with being absent from that vessel for three days, without leave; August Chrispiasen, a Swede, William Weber, Norwegian, and Eugene Escossier, a Frenchman, also seamen of the *Celtic Chief*, with being absent for one day without leave. His Worship ordered the first defendant to be put on board the steamer by the Police, and sentenced the other three to seven days' hard labour each.

WANG Chiu-yung, a supervising censor who is in charge of the affairs of the Board of Rites, has memorialized the Throne that at present copper coins are circulated simply in the province where the copper coins were minted or provinces making arrangements and that practice shall be stopped and copper coins of various mints should be held good all through the empire. The memorial has been handed over to the Board of Revenues which having endorsed the same the Throne has sanctioned the memorial and therefore the Board of Revenue has instructed all the provincial officials that copper coins shall be used throughout the empire without any limit on the places of the circulation of these coins.

A LONDON wire, of the 18th November, to the Osaka *Mainichi*, states that the financial situation at St. Petersburg remains critical. A stampede on the Bourse was narrowly averted by the action of the leading banks in combining to buy stocks. Russian bounds are steadily falling. At Brussels the large holders are endeavouring to unload. Four *per cents* have fallen £4 since the 13th. The Imperial Decree granting land privileges to the peasantry is severely criticised at San Francisco. Sedition is spreading among the troops. The citizens are preparing for flight from the Capital. The strike continues, one hundred and twenty thousand workers being now idle in the St. Petersburg neighbourhood.

AT the "Lavender" dinner given by Mr. J. M. Dickinson, at Shanghai, the other day, Mr. W. J. Gresson, in a humorous speech, referred to the training of Cotswold and Lavender, and related an incident when he started behind Lavender on Cotswold, in a training gallop. The event, so far as his pony was concerned, seemed satisfactory, but the mafoos remarked to him that Mr. Burkill "sometime ridey pony topside, sometime downside." He concluded his speech by referring to Colonel Hughes, a visitor who had been to races in all parts of the world and had been a successful winner in Hongkong. Colonel Hughes in his reply spoke highly of racing in Shanghai, but regretted that he had no straight tips.—*Sport and Gossip.*

FITZGERALD'S CIRCUS.

FitzGerald's Circus arrived at Hongkong by the s.s. *Loongsang* yesterday. The circus left Manila on Friday afternoon after a successful stay of six weeks in that city. The circus played in Cavite and the animals and equipment were towed over in lighters to the *Loongsang* just inside the breakwater. The unloading from the lighters to the *Loongsang* was quickly effected says the *Cablenews*. The lion and tiger were on their good behaviour, the horses, 20 in all, were tractable, but the elephant was so promiscuous with his trunk that the stevedores gave him a wide berth and he was the last one to go aboard. The Fitz-Geralds will go on Calcutta, via Singapore; the circus will do a six weeks' stand in Calcutta, and will then return to Hongkong.

THE HONGKONG LOAN TO CHANG CHIH-TUNG.

Viceroy Chang has almost completed his magnum opus defending the part he took in the cancellation of the Canton-Hankow Railway Concession. After his despatch to the British Consul at Hankow and the publication of the Loan Contract with the British Government, he became a laughing stock of the Chinese. Therefore he is now compiling, out of his official hours, a book giving in full the circumstances attending the loan in question and the reasons for making the terms in the said contract, wishing thus to explain to the public the difficulties he had to undergo. It is stated that this book is fairly in shape and will be shortly completed, when Mr. Ku Hung-ming, his secretary, will have it translated into English and French and the book will then be sent to the different foreign countries.—*Kw*

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board-room, when the following business was transacted:—

"RE-CONCRETING SPANISH PROCURATION PREMISES.

The Rev. F. R. Noval, Vice-Procurator of the Spanish Procuration, of Nos. 283 and 285, Des Vœux Road, West, submitted an application for permission from the Board to re-concrete the ground surface of the said premises, with cement concrete four inches thick instead of with lime concrete six inches thick.

Mr. A. Rumjahn minuted:—At one of the sittings of the committee last year, for making suggestions for amendments of the Public Health and Buildings Ordinance, it was suggested to substitute as an alternative half the thickness of cement concrete in place of lime concrete. I forget now why this alternative was left out in the committee's recommendations. It is preferable and more satisfactory to have even half the thickness of cement concrete to the prescribed thickness of lime concrete.

Mr. Fung Wa Chun minuted:—I agree that four inches of cement concrete is preferable to the six inches of lime concrete.

The Hon. the Registrar General suggested that, in view of the surveyor's report, the proposal should be approved.

The Surveyor reported that the great disadvantage of the use of lime concrete for covering ground surfaces in Hongkong was on account of the poor quality of the lime obtainable in the Colony, it being almost impossible to get a suitable hydraulic lime for the work; therefore the work carried out with lime concrete was unsatisfactory. In the case of cement concrete it was very different; a first rate cement could be obtained locally, and, in the majority of cases, better work was done. The difference of opinion came in when the quality of the work was only medium, and on the balance between pass or condemn. I am strongly of opinion that if cement concrete is used with reasonable supervision, first rate work would be obtained, and very little difference of opinion take place.

The Hon. the Principal Civil Medical Officer asked what the Surveyor advised.

The Surveyor said four inches of good cement concrete would be superior to six inches of lime concrete. If section III could be amended so as to allow four inches of cement concrete to be passed, it would be a very great improvement.

The Secretary minuted:—I am afraid the Government will not amend the section at present, but it might, however, be noted for the next lot of amendments.

The Hon. the President minuted:—I think the Board should approve of the proposal.

IMPORTANT AMENDMENTS PROPOSED.

In reply to notices served upon them to re-concrete premises in Elgin, Aberdeen and Staunton Roads, Messrs. Palmer and Turner submitted a letter stating that the notices must have been served in error. The houses in question were concreted by order of the Board, in the autumn of 1896 and in September of that year they received the Board's certificate of approval of the work. This work was done under the supervision of their firm and they had inspected it within the last few days, and found the concrete in every respect as good as when it was laid. Inspector Woolley reported having opened the ground surfaces of these houses for inspection. In each house he found the concrete very bad, particularly so in No. 28, Aberdeen Road. The surface was covered with a layer of Canton tiles, and there was no concrete underneath.

Mr. Rumjahn minuted:—There are so many qualities of earth available here for the making up a lime concrete that it is not an easy matter for experts to pronounce a concrete as good or bad after having been laid for some years. It would be more satisfactory to all concerned if two inches of cement concrete were substituted in the Ordinance for six inches of lime concrete.

The Hon. the Registrar General minuted:—This is just the class of correspondence that should be considered publicly.

Mr. Lau Chu Pak, in a lengthy minute, stated that he agreed that these papers should be considered publicly. Since expert opinion disagrees as to the quality of the concrete used he suggested that some limit of time, say 25 years, should be laid down, so that owners once having had the ground surfaces of their houses concreted would not be called upon to re-concrete them until that limit of time had expired. The present system is likely to open a door to many abuses. Some arrangement should be made for the Board's subordinate officers to pass the work done quicker, so as to enable owners or occupiers to move back to their houses earlier that at present. Under the present system they are compelled to live in the street or under the verandahs for at least one week, and sometimes a fortnight. He had been approached several times on this subject and the owners consider it a great hardship that their tenants should have to wait so long for the examination and passing of the work done, especially during the cold and rainy seasons. It would be better for one officer to inspect the old concrete, and another to pass the new concrete. This should to some extent mitigate the causes for complaint.

The Sanitary Surveyor reported that he saw no reason why the notices which had been served should be enforced. In cutting up concrete with a pick-axe, due regard should be taken of the amount of force that had to be exerted, and, not merely the pulverized condition of the concrete. In each case he saw a small new piece of concrete cut, and was satisfied with the powers of its resistance.

In his report the Sanitary Surveyor made a number of suggestions as to improvements which might be effected in the houses in question.

The Medical Officer of Health minuted:—Much more care is needed by pickpet inspectors in examining concrete.

He further recommended that [illegible] the agents in question be cautioned and the [illegible] gas in order, and that two be employed.

Other minutes were by the [illegible]

SUPREME COURT.

SHOWERS (Alt. [illegible])

A few who [illegible] case which came before this Court in Hongkong, during [illegible] slamming their doors [illegible] able position on account of [illegible] will rejoice that there is at last [illegible] the East who has the courage [illegible] That Judge Sir Havilland de [illegible] Shanghai, should [illegible] the Supreme Court of Hongkong [illegible] to Civil List although the [illegible] many weeks ago when [illegible] squeezed in these very [illegible] three, two say on the [illegible] end of the bench provided [illegible] two in the centre perched [illegible] edge of the dock. It was [illegible] squarely on the seat. [illegible] been worn away, by past [illegible] and there were huge [illegible] stoutest dreamed [illegible] In Shanghai the grievance [illegible] reporters could not [illegible] the bar, called him [illegible] the fact that the report [illegible] a certain case were incorrect and [illegible] remarked that he would [illegible] make a note of the correction [illegible] observations then were made.

Mr. Teesdale:—While I am on the subject might I say on behalf of the gentlemen of the press, that they would be very much obliged if you could provide them with somewhat better accommodation than they have at present. I think very frequently the mistakes which appear in the reports of proceedings are made these mistakes are very few, due to be attributed to the difficulty which the reporters experience in hearing what goes on, owing to the insufficiency and unsuitable position of the existing accommodation for them.

His Lordship:—What can be done? I have no objection to their sitting in the jury-box whenever it is not wanted.

Mr. Teesdale:—I was wondering if it would not be possible to accommodate them, as at home, in front of Counsel and [illegible] In jury cases, they would not interfere with the jury.

His Lordship:—Very well, I will see what can be done.

In Hongkong, the inconvenience suffered by the reporters at the Supreme Court were remedied on a representation being made to the [illegible] genial Registrar, Mr. Arathoon Seth. [illegible] immediately said that the jury box might be used at all times when there were no [illegible] being heard. That was a boon which was highly appreciated, and when the old worm-eaten bench in front of the proper table for reporters was removed, extended and repaired the [illegible] found themselves living [illegible] times, ready to tackle the largest [illegible] hottest of summer days without [illegible] other by suggesting that [illegible] should move up a bit [illegible] mon, or garden Magistrate is [illegible] pared with a Judge of the Supreme Court or a Registrar. The Magistrate does not always see his way to grant a favour to the pressmen, with the result that in Hongkong as in Singapore and other places [illegible] reporters at the Police Court have a rough time of it. They go to many [illegible] the cases, but following the example of [illegible] Magistrates, the officials are not always quite so obliging as they might be. However, we can only hope that in Hongkong at least they will see that it is not derogatory to the dignity of the Court to grant, now and then and at long intervals, of course, a small favour so that the pressmen, and through them the public, may get an inkling of what is going on in the lesser Courts.

JAPANESE SUBSIDIES.

ENCOURAGEMENT OF SERVICES TO KOREA, CHINA AND SAGHALIEN.

Japanese papers report that the annual official subsidy to the amount of Y150,000, which is at present granted to shipping lines engaged in the Japanese coastal service, will in the future be diverted to vessels navigating between Japan, Korea and China. It is stated that the following new services and alterations in existing shipping routes are to be arranged:—

1.—A regular service will be established between Japan and Tairen (Dairy).

2.—Additions will be made to the regular services between Japan and Shanghai.

3.—The service from Japan to Chemulpo will be extended to Anjung.

4.—The number of the Korean ports visited by Japanese services will be increased.

5.—The service to Hokkaido will be extended to Korsakoff, Saghalien.—*Shanghai Times.*

SHIPPING AND MAILS.

MAILS DUE.

French (*Armand Behic*) 29th inst.

English (*Chusan*) and prov. 30th inst.

Indian (*Calcutta*) 4th prox.

Australian (*Changsha*) 4th prox.

German (*Prinz Eitel Friedrich*) 5th prox.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver on 26th inst., at 8 p.m.

The P. & A. s.s. *Aragonia* arrived at Yokohama on 27th inst., and is due to arrive here on 9th prox.

The Imperial German Mail s.s. *Prinz Heinrich* left here for Weihaiwei (Reported) Singapore on Sunday, 26th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Singapore on 26th inst., and arrives here on 5th prox.

TELEGRAMS.

[Reuter's.]

Parliament.

LONDON, 26th November.

There is a general consensus of opinion that there will be a dissolution of Parliament early in January.

It is uncertain whether the Government will resign in the meantime.

LORD ROSEBERY'S SURPRISING DECLARATION.

Later.

A speech of Lord Rosebery's, in which he declared, emphatically and explicitly, once for all, that he cannot serve under Sir Henry Campbell-Bannerman's Home-Rule flag, has caused the utmost surprise in Liberal circles. Lord Rosebery's former speeches leading to the supposition that he fully intended to co-operate with Sir Henry Campbell-Bannerman.

Russia.

REAR-ADMIRAL PESAREVAKI SHOT.

Reports from the Russian provinces continue serious, and there are risings of peasants in many of the country districts.

The sailors and a regiment of troops at Sebastopol have mutinied, and Rear-Admiral Pesarevaki was shot while haranguing the men.

The dockers joined the mutineers and serious rioting occurred.

SEBASTOPOL MUTINY.

The most serious feature of the Sebastopol mutiny, is the wholesale disaffection of the troops, who have apparently made common cause with the mutineers; only one regiment remains loyal.

No excesses have hitherto taken place.

The absence of any official communiqué for measures of suppression is regarded as confirming the rumour that the warships are in the hands of the mutineers and that the revolt was carefully prepared and deliberately carried out.

Football.

The New Zealand team has beaten Ireland by 15 to 0.

Turkey and the Powers.

The international fleets have left the Piraeus, sailing under sealed orders.

The Russo-Japanese Treaty.

The Russo-Japanese treaty has been ratified in Washington.

[N. C. D. News.]

Japan's Relations With Corea.

Tokio, 18th November.

As a result of the frequent and prolonged conferences between the Ministers of the Emperor of Corea and Marquis Ito, Mr. Hayashi, and General Hasegawa, and the negotiations concerning the new status of Corea, it was finally decided at 2 a.m. on Saturday, when Marquis Ito retired to the palace, that Corea consents that Japan shall have supreme control at Seoul, and that the finances of the empire, the open ports, and the foreign affairs shall be entirely under Japanese management.

The Negotiations in Corea.

Tokio, 19th November.

Marquis Ito has been congratulated by the diplomats at Seoul on his success.

Han, the Corean Minister who was exiled on account of his refusal to sign the new agreement, was subsequently pardoned through Marquis Ito's influence.

Japan's Protectorate of Corea.

Tokio, 20th November.

The agreement between Japan and Corea comprises five articles. Japan assumes the diplomacy of Corea. The Japanese Ministers and Consuls abroad represent Corea's interests. Japan takes the responsibilities of the existing treaties between Corea and other countries. The Japanese representative at Seoul is to conduct Corea's diplomacy.

The Diplomatic Body at Seoul and the New Agreement.

Tokio, 21st November.

The British and other Ministers at Seoul have given assurances of their welcome of the new agreement on its publication.

The Contentment of the Emperor of Corea.

Tokio, 21st November.

The Emperor of Corea has issued an edict, expressing his satisfaction with the protectorate assumed by Japan.

A New Light on the Tibet Question.

Peking, 19th November.

Great Britain having recognised that Tibet is a portion of the territory of China, the latter Power has agreed to pay Great Britain several millions towards the expense of her recent expedition, as indemnity, and the first instalment thereof, amounting to Tls. 1,200,000, will be paid within the present month.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 26th at 11.50 a.m. The barometer has risen over China and W. Japan, and fallen in E. Japan.

An anticyclonic area is lying over China to the North of the Yangtze.

Gradients are slight to moderate.

Strong monsoon is indicated over the Formosa Channel and the China Sea.

Probably fresh NE. winds and fair.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MINISTERING CHILDREN'S LEAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The undersigned, being the committee of the Ministering Children's League, desire to convey through the medium of the Press their warmest thanks to the ladies who so kindly took charge of stalls and organised the concert and theatrical performances, as well as the following firms and others who rendered generous and valuable assistance to the bazaar, an account of which appeared in your issue of the 25th inst.:—

The Press, for advertising and printing, Messrs. Kelly and Walsh, Watson & Co. Watkins & Co., Powell & Co., Lane Crawford & Co., Chazalon & Co., the Café Weissman, the Mutual Stores, Messrs. A Chee, the R.E. Variety Club, for stage properties, and the Officers of the Royal West Kent Regt. for the use of Band.

The net results are $869, which will be divided between the following charities:—

The Diocesan Girls' School, for the education and support of one destitute child for one year; the "Hildesheim" Mission Blind Asylum; Victoria Home, Kowloon; Miss Johnston; The French and Italian Convents.

(Signed) Mildred Barnes-Lawrence.
Alice H. Peter.
Annie G. Swan.
Eleanor F. Hastings.

Hongkong, 28th November, 1905.

THE OUTBREAK AT VLADIVOSTOCK.

FULLER ACCOUNTS OF THE DISORDERS.

THE MUTINEERS LED BY OFFICERS.

The *Nagasaki Press* publishes the following interesting particulars of the Vladivostock disturbances from information given by persons on board the Russian hospital ship *Mongolia* and the s.s. *Falk*, which latter vessel has arrived at Karatsu with Russian refugees on board:—

The Czar's manifestoes were received with delight by the inhabitants of the city and two large public meetings were held at which perfect order was maintained. Some friction was caused between the troops and the authorities because the former were prohibited from taking part in the meetings. The feeling of discontent amongst the soldiers broke out into open rebellion when they learned that they were not to be allowed to return home for some time, perhaps years. They told their officers that the war was now over and to keep them from Russia was to inflict great hardship upon their wives and children. On Sunday morning, 12th inst., the soldiers paraded the streets, shouting for "Liberty" and Constitutional government." In the afternoon some soldiers went to a Chinese shop and took some goods without paying for them, beating the owner when he protested. The disturbance attracted more soldiers who promptly began to pillage other shops, afterwards setting fire to them. Special attention was paid to liquor stores and the soldiers began to get inflamed by the drink obtained. The authorities sent out pickets to restore order, but these either joined the rioters or else refused to fire upon them on the plea that "soldiers could not attack their comrades." The number of rioters is variously estimated at from two thousand to five thousand. When the Chinese quarter was well alight the soldiers attacked the European business houses. The Grand Hotel, a very large building, was set on fire and entirely destroyed. Kunst and Albers' offices were attacked, but the European staff resisted and the rioters withdrew after smashing the windows. Other shops did not escape so lightly, the goods being pillaged, fixtures broken and destroyed, and in some instances the premises burnt. By nine o'clock the whole of the business quarter was brilliantly illuminated by burning buildings. No civilians were assaulted, however, and they were allowed to pass through the streets, practically unmolested. As the soldiers carried on the work of destruction they shouted 'Banzai," doubtless in compliment to their late foes. The artillerymen on the forts on the opposite side of the harbour to the chief part of the city set fire to some buildings near their quarters. Many large warehouses near the docks were destroyed and the damage is estimated at millions of roubles. It is impossible to ascertain the number of casualties, but the consensus of opinion is that very few Europeans were killed and injured, but that the Chinese suffered severely. The cruisers *Rossia* and *Gromoboi* left Vladivostok the day before the disturbance broke out. It is stated that the crews of the *Almaz* and *Jemtchug* deserted their ships and joined the mutinous soldiers. On Tuesday a large force of Cossacks entered the city and attempted to restore order and when the *Falk* left the harbour no burning buildings could be seen. About one thousand Chinese left the city by the steamer, in addition to Russian refugees.

A Moji telegram of the 17th, which appears in the *Japan Advertiser*, states, that a Japanese on the German steamer *Arcadia* says that on November 12 at 2 a.m. two Russian soldiers went to the Chinese town at Vladivostok to purchase something and had a dispute with the salesmen over the matter of price, as the prices of commodities at the port have greatly risen lately. One of the Russian soldiers stabbed a salesman with a knife. The matter was immediately reported to the headquarters of the garrison; officers and men were soon despatched to arrest the offender, but the guard of soldiers detailed revolted and stoned the officers to death. As if at a preconcerted signal three thousand of the dissatisfied soldiers rose and a great struggle took place. Many officers who took the side of the mutineers led the mutineers in act of incendiarism.

THE DOLLAR'S VAGARIES.

EUROPEANS AND THEIR SALARIES.

Apparently the sole topic of conversation at the present time among the "foreign" community—those who have come to Hongkong from England on sterling salaries—is the rate of exchange. Never was such anxiety displayed in the state of the money market, and if the dollar continues to rise and sterling value decrease some of those affected by the reduced number of dollars paid on account of their sterling salaries will become capable financiers. The European employés of one prominent firm in Hongkong, after seriously considering the question, came to the conclusion that in view of the shrinkage in their salaries they should approach their directors with the object of having a fixed standard of payment. It is stated that the directors offered to pay them at the rate of one shilling and elevenpence per dollar, rise or fall. The "delegation," however, have refused to accept this offer, and the matter stands where it did. Of course, while one has the utmost sympathy with the employés it has to be borne in mind that when the dollar was at 1/8 or 1/7 European employés being paid on a sterling basis reaped the benefit; now that the dollar is over 2/1 and rapidly reaching 2/2 the boot is on the other foot. Those who preferred a sterling salary when they were engaged could not have reckoned on the value of silver increasing. The position is clearly shown when it is stated that those who were engaged at £20 a month were receiving not so long ago on a 1/8 dollar no less than $240; with the dollar at 2/2 they will receive $184.61, a reduction of $55 a month. But that does not signify that their salary is any less than it was—the sovereign is still the same, but the value of the dollar has appreciated.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Governor's Cup Competition for November was from the 500 yards range. Fourteen shots in two series of 7 rounds each with a possible of 70.

Sir Francis Piggott is the highest scorer with 65 and 5 handicap=70. Sir Francis takes the sixth *China Mail* Cup, in addition to holding the Governor's Cup for December.

Below are the principal scores.

Sir Francis Piggott	65+ 5=70
J. A. Lyon	56+14=70
W. T. Huskin	47+23=70
J. S. Lewingdon	56+13=69
G. H. Wakeman	56+12=68
Dr. E. Evan Jones	51+17=68
J. C. Gow	66 scr.=66
W. G. Winterburn	50+16=66
J. H. Pidgeon	62+ 2=64
E. W. Dawson	54+10=64
E. W. Terrey	50+14=64
A. J. Williams	44+20=64
G. A. Hastings	44+20=64
J. Whittall	61+ 2=63
W. Goodfellow	54+ 8=62
H. E. Goldsmith	39+22=61
P. N. H. Jones	40+20=60
J. C. Peter	53+ 6=59
W. T. Edwards	44+14=58
H. W. Slade	38+20=58
J. E. Bingham	36+21=57
R. E. O. Bird	44+12=56
M. Slade	55 scr.=55
Sir H. S. Berkeley	30+24=54
A. Mackenzie	51+ 2=53
T. P. Cochrane	33+20=53
J. Hutchings	29+24=53
G. Richardson	29+24=53
L. A. M. Johnston	41+10=51

GERMAN NAVAL FUNERAL AT SHANGHAI.

The funeral of the late Capt. Deimling, of the German gunboat *Tiger*, who died at the Shanghai General Hospital on the 20th inst. of appendicitis, took place yesterday morning, the *N. C. D. News* of 23rd inst. says, amidst general manifestations of mourning, all the Consulates and men-of-war in harbour having their flags half-masted. The cortège left the General Hospital at 9.30 a.m. and proceeded by way of the Bund and Nanking Road to the Bubbling Well Cemetery. The procession was headed by two Indian troopers of the S. M. P. police, who endeavoured to keep the roadway clear; next came the Tsingtao Marine Band playing funeral marches. The firing party preceded the hearse, which was covered with wreaths, and on either side German sailors carried other beautiful floral tributes. At the head of the near horse drawing the hearse walked a German Naval Officer, carrying a cushion on which were placed the deceased officer's decorations, and just showing from underneath the profusion of flowers on the coffin could be seen the German national flag and the late Captain's sword. In brilliant uniforms and on foot, followed a large number of naval and military officers of all nationalities at present in Shanghai, including the German Company Officers of the S. V. C., each with a crêpe band on the left arm or on the sword hilt. The sailors from S. M. s.s. *Tiger* and *Vaterland* marched next, then the officers and men from the Italian cruiser *Marco Polo*, the Japanese cruiser *Aitaka*, the British cruiser *Bonaventure* and gunboat *Clio*, and the American gunboats *Elcano* and *Quiros*, respectively. All wore mourning bands, and the ensigns carried were draped with crêpe. The rear was brought up by a number of carriages occupied by naval officers of the British, German, American, Japanese, and Italian navies, members of the Consular Body, private gentlemen, etc.

Through crowded streets the cortège slowly wended its way to the Cemetery, where the majority of the members of the Consular Body were assembled and also a large number of other mourners. The service was impressively conducted at the graveside by Pastor Boie of the German Church, the mourners being in the centre of a square formed by the sailors present. The firing party from the *Tiger* was a large one, and after they had performed their last office to their deceased officer the ceremony concluded. All the mourners then passed round the grave and dropped a sod on the coffin, after which deceased's fellow-officers personally thanked as many as possible of those who attended for their sympathy.

THE DOWNFALL OF SHENG KUNG-PAO.

By private telegram received here from Peking on Friday night, the *N. C. D. News* of 20th inst. learns that H. E. Tang Shao-yi, who, as may be perceived from the Imperial decree translated above, has been appointed Acting Junior Vice-President of the Ministry of Foreign Affairs, has also been appointed Director-General of the Shanghai-Nanking Railway, vice Shêng Kung-pao, who has been severely denounced by the Shangpu to the Throne. It is further stated that in the memorial of that Board the recommendation has even been made that the property of this unlucky official should be earmarked for confiscation in the event of the charges of maladministration and defalcation of funds being proved by the Board. Furthermore, as may be seen from another of the Imperial decrees published above, Shêng Kung-pao's old post of Vice-President of the Board of Works which he had been trying hard to regain ever since his last trip to Peking, has now been given to his old rival, Hu Yü-fên, Director-General of the Northern Railway, who a few years ago was very nearly crushed by Shêng Kung-pao and his friends, from which Hu Yü-fên has only just now recovered. Finally comes the news from Hankow that the shock of his ill-luck has been so great to his physical system that Shêng Kung-pao (who is still in that port, after inaugurating the Peking-Hankow line, at the Yellow River Bridge) had a severe attack of hæmorrhage on the day of the receipt of the news of his displacement as Director-General of the Shanghai-Nanking Railway Administration, and that, so critical is the state of his health that Madame Shêng was telegraphed for and left Shanghai for Hankow the evening of the same day.

THE DIRECTOR-GENERALSHIP OF THE SHANGHAI-NANKING RAILWAY.

As has been noted before there has lately been a hard fight for the post which heads this paragraph. A number of the gentry, merchants, and literati of this province of Kiangsu, fired by the success of the gentry of the Two Kwang and Hukuang provinces in getting the control of the Canton-Hankow (Yueh-Han) Railway, have been trying to emulate their example by finding fault with the management of the finances of the Shanghai-Nanking (Hu-Ning) Railway, which runs entirely within the boundaries of Kiangsu province. To further their scheme the gentry of this province, after complaining to the Shangpu and Waiwupu about the conduct of Shêng Kung-pao, asked for his removal from the Director-Generalship of the Railway, recommending the Optimus (Chuang-Yuan) Mr. Chang Chien to take his place. To counteract these intrigues Shêng Kung-pao asked the Shangpu to allow him to resign, and preferred the request that Viceroy Chou Fu should take his post, as he was the best man for such a position, and also on the spot. Evidently, the gentry of the province won in their fight against Shêng Kung-pao, for Prince Tsai Chên (President of the Shangpu), in denouncing to the Throne Shêng Kung-pao's conduct generally, and vis-à vis the Shanghai-Nanking Railway especially, further asked his (Prince Tsai Chên's) father Prince Ching "personally" to recommend Mr. Chang Ch'ien to their Majesties as the man who ought to be appointed to succeed Shêng Kung-pao. Everyone present in the Grand Council at the time was sure that Prince Ching's nominee would get the post, when to the astonishment of all the Empress Dowager replied that she differed with the Prince's opinion as to the fitness of Mr. Chang Ch'ien, and said that she had decided to appoint H.E. Tang Shao-yi, as the latter's long experience as manager of the Tientsin-Peking and Tientsin-Shanhaikuan Railways made him better fitted for such a responsible post than any other of the hundred and one persons who had nothing but a certain official rank, or influence, to recommend them.

THE FAMINE IN JAPAN.

THE FATE OF GIRLS.

On Tuesday afternoon Mr. Fukui, a Progressist member of the Diet who has just returned from a tour of inspection in Miyagi, Iwate, and Fukushima prefectures, where famine conditions are now prevailing in consequence of the rice failure, reported his experiences at the Progressist headquarters. Mr. Fukui says that this year's harvest in Miyagi prefecture is not more than 160,000 koku, only 10 per cent. of the output of a normal year, which is about 1,200,000 koku. In Iwate conditions are a little better, the crop being 230,000 koku against a normal yield of 750,000 koku. The higher proportion of the yield in Iwate is ascribed to a better harvest in the northern part of the prefecture, but in the southern part, adjacent to Miyagi, conditions are as bad as in Miyagi itself.

Among the many instances of hardship suffered observed by Mr. Fukui, the most striking and pathetic were in Furukawa, a small town in Miyagi with a population of about 1,600. Hitherto, says Mr. Fukui, none of the inhabitants of this village have been known to have left their native place in search of work, but the failure of the rice crop this year has compelled over 300 young girls to leave the paternal roof for the Hokkaido, where they have obtained work in the Hemp and Flax Company's factory. A harder fate has overtaken thirty-five other girls, who are stated to have been compelled to offer themselves to licensed houses to avoid starvation. Measures for the relief of the famine-stricken are suggested by prominent men in the prefectures affected, and these include exemption from the Land-tax, reimbursement of the Customs duty on rice, lowering of the goods freight on the Nippon Railway, and a special discount on salt. It has been decided by the prefectural authorities to begin the work of readjusting the arable land and repairing the roads in order to give employment to the people.—*Japan Chronicle*.

"TAOTAI WEN-TSUNG-YAO" OF CANTON.

One of the ablest of the officials of Kwangtung and the most trusted by H. E. Viceroy Tsên Chun-hsuen is Taotai Wên Tsung-yao, Director of the Canton Bureau of Foreign Affairs and other important departments in that city. As soon as the news of the Lien-chi murders reached Viceroy Tsên, His Excellency at once deputed Taotai Wên Tsung-yao to investigate matters, and the *N. C. D. News* understands that it has been mainly through that gentleman's promptitude, knowledge of English and foreign affairs, generally, coupled with his unfailing tact, energy, and courtesy that the negotiations regarding the lamentable affair have so far been conducted without a hitch. Taotai Wên is Viceroy Tsên's right-hand man and we are glad to learn that the former's influence with the latter has always been in the direction of right and justice. Mr. Wên Tsung-yao will be remembered by many of the foreign community of Shanghai as the able translator and interpreter of the Chinese Treaty Commissioners during the new Tariff negotiations in 1903 with Sir James Mackay.

COMMERCIAL.

SHARE LIST.

12.30 p.m.

Following are the alterations in the share quotations to-day as notified by Messrs. Benjamin, Kelly and Potts:—

Hongkong Banks	$890 s.
China Traders	88 b.
North Chinas	Tls. 95
H., C. & M. Steamboats	$25 b.
Indo-Chinas	95 sa.
"Star" Ferries (new)	23 sa.
Luzons	21 b.
Hongkong Hotels	149 sa.
Hotel Metropole	100
China Providents	9½ b.
Green Island Cements	29 s.
Hongkong Level Tramways	225
A. S Watsons	12 b.
Wm. Powells	11

SHANGHAI SHARE MARKET.

Shanghai advices, dated 24th inst., state:—Business reported:—Shanghai and Hongkew Wharfs at Tls. 195 for December. Indo-Chinas at Tls. 72 for March. Farnham, Boyds at Tls. 139 and 138 for December, at Tls. 143 for March, and Tls. 143 for April. Langkats at Tls. 212½ for December, at Tls. 230/231/230 for March. Chinese Engineering and Mining Co. at Tls. 8 40 B.S. Telephones at Tls. 55.

Business done direct:—Shanghai and Hongkew Wharfs at Tls. 192½ cash, at Tls. 193/195 for December, and Tls. 205 for March. Indo-Chinas at Tls. 68½ for December. Farnham, Boyds at Tls. 138 for December. Ewos at Tls. 58/59 for December. Langkats at Tls. 217½/212½/215 cash, at Tls. 217½ and 216½ for December, and Tls. 230/227½/230 for March. Telephones at Tls. 56/55.

It is reported that her Majesty the Empress Dowager is not well and is taking only a small amount of food and suffering from fever. Imperial physicians are attending her Majesty, but her Majesty is not quite recovered.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 30th November, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A QUANTITY OF
HOUSEHOLD FURNITURE,
INCLUDING
HANDSOME SIDEBOARD, BRASS BEDSTEAD, DRAWING ROOM SUITE, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1905. [1166

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 2nd December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
ENGLISH-MAKE GOLD AND DIAMOND JEWELRY,
(Suitable for X'mas Presents),
BENSON'S GOLD and SILVER WATCHES, LADY'S GOLD WATCHES, BRACELETS, CHAINS, DIAMOND RINGS and HAIR PINS, DIAMOND NECKLACE, GOLD BROOCHES, PEARL HAIR PRESS, &c, &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1905. [1167

THE HONGKONG FROZEN FOOD SUPPLY.

REDUCTION IN PRICES.

CUSTOMERS are requested to note the following REDUCTION IN PRICES:—

AUSTRALIAN SMOKED MULLET	$0.50 per lb.
AUSTRALIAN SMOKED SCHNAPPER	0.50 " "
AUSTRALIAN OYSTERS, ½ doz. Bottles	1.00 " bot.
AUSTRALIAN OYSTERS, 5 doz. Bottles	1.90 " "

Hongkong, 28th November, 1905. [49

Intimations.

THE ROBINSON PIANO CO., LD.

We have

TO-DAY

REMOVED

TO

10, DES VŒUX ROAD

opposite the

KING EDWARD HOTEL

AND

Messrs. WM. POWELL, LD.

THE ROBINSON PIANO COMPANY, LD.

Hongkong, 20th November, 1905. [521

Trade Mark

TELEPHONE No. 135.

CHAMPAGNES.

MOET & CHANDON
"Dry Imperial"
Per Case 1 doz. Bottles $57.00
" " 2 " ½ " 60.00

MOET & CHANDON
"White Star"
Per Case 1 Doz. Bottles $41.00
" " 2 " ½ " 44.00

MOET & CHANDON
"Mousseux"
Per Case 1 Doz. Bottles $34.00
" " 2 " ½ " 36.00

CHARLES LOUBET & CO.
"Extra Sec"
Per Case 1 Doz. Bottles $42.00
" " 2 " ½ " 45.00

SOLE AGENTS—

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.
Hongkong, 14th November, 1905. [1

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"AJAX"	1st December.
GLASGOW and LIVERPOOL	"HUICHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "
GLASGOW and LIVERPOOL	"STENTOR"	19th "
GLASGOW and LIVERPOOL	"KANCHOW"	26th "
GLASGOW and LIVERPOOL	"TELEMACHUS"	29th "
GLASGOW and LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW and LIVERPOOL	"PAK LING"	2nd "
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "

S.S. "Ajax" left Singapore at 5 p.m. on the 25th inst., and is due here on the 1st December.

HOMEWARD.

For	Steamers	To Sail
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
*GENOA, MARSEILLES & LPOOL	"GLAUCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *vid* NAGASAKI, KOBE and YOKOHAMA	"OANFA"	1st December.
	"TELEMACHUS"	1st January.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	30th November.
	"TYDEUS"	26th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th November, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN" * ‡	29th November.
SHANGHAI	"SHAOHSING" †	30th "
SHANGHAI	"ICHANG" †	3rd December.
MANILA	"TEAN" *	5th "
KOBE and NAGASAKI	"CHIHLI" †	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th November, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	FRIDAY, 1st Dec., at 10 A.M.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 9th Dec., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th November, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRANI"	FRIDAY, 15th December.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905. [11

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

CELTIC CHIEF, British ship, Captain John Jones.—Standard Oil Co.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 9th October, 1905. [14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW"...1,309	...T. R. MEAD.
"KWONG TUNG"...1,238	...H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905. [17

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
*Lyra**	4,417	G. V. Williams	15th Dec.
*Pleiades**	3,753	F.G. Purington	29th Dec.
Shawmut	9,600	E. V. Roberts	——
*Hyades**	3,753	Geo. Wright	——
Tremont	9,000	T. W. Garlick	——

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED
General Agents.

Queen's Buildings.
Hongkong, 25th November, 1905. [8

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"GHAZEE"	5th December, 1905.
"LOTHIAN"	to follow.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 14th November, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA FOOCHOW	*ESANG* †	WEDNESDAY, 29th Nov., 3 P.M.
SHANGHAI VIA NINGPO	*TUNGSHING* †	WEDNESDAY, 29th Nov., 4 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 1st Dec., 4 P.M.
SHANGHAI	*HANGSANG* †	SATURDAY, 2nd Dec., 3 P.M.
SANDAKAN	*MAUSANG* ‡	WEDNESDAY, 6th Dec., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th November, 1905. [460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	Early in December.
"NICOMEDIA"	4,370	Wagemann	December 22nd.
"NUMANTIA"	4,370	Feldtmann	January 7th, 1906.
"ARABIA"	4,483	Metzenthin	January 31st, "

The S.S. "Aragonia" arrived at Yokohama on the 27th instant, and is due to arrive here about the 9th proximo.

The S.S. "Nicomedia" left Astoria on the 14th inst., and is due to arrive here on or about the 14th proximo.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

[2

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

THE Company's Chartered Steamship

"GLENFARG,"

of 5,600 tons, will be despatched for CALLAO and IQUIQUE via JAPAN PORTS, on or about TUESDAY, December 5th, 1905, at Noon.

For further information as to Freight and Passage, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 17th November, 1905. [1137

FOR SAN FRANCISCO VIA KOBE AND YOKOHAMA.

THE Steamship

"OTTA,"

Captain Lenchansen, will be despatched as above, on TUESDAY, the 5th December, at 5 P.M.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents, The Tweedie Trading Co.

Hongkong, 21st November, 1905. [1143

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above Port, on or about TUESDAY, the 16th January, 1906.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st November, 1905. [1144

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched for the above Ports, on or about the 29th instant.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd November, 1905. [1142

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the above Ports, on THURSDAY, the 30th instant, at 4 P.M., instead of as previously advertised.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th November, 1905. [108

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE.

HONGKONG—VLADIVOSTOCK,
(CALLING AT NAGASAKI).
Next Sailing

THE Steamship

"ITHAKA,"

Captain Eckhorn, 28th of November.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd November, 1905. [1076

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Guionnet, will be despatched as above, on or about WEDNESDAY, the 29th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 25th November, 1905. [7

To Let.

TO LET.

COMFORTABLE APARTMENTS, FOR GENTLEMEN.

1 LARGE DOUBLE ROOM and 1 SINGLE ROOM, Central Position.

Apply at—
9, ICE HOUSE ROAD.

Hongkong, 25th November, 1905. [1161

TO LET.

A NICE FURNISHED ROOM in healthy locality.

Apply to— "X.,"
C/o. *The Hongkong Telegraph.*

Hongkong, 16th November, 1905 [1129

TO LET.

NO. 4, CLIFTON GARDENS, Conduit Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th October, 1905. [1062

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [900

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th October, 1905 [69

Auctions.

PUBLIC AUCTION.

SALVAGE SALE.

MESSRS HUGHES AND HOUGH have received instructions from the CHEUNG LEE FURNITURE SHOP, to offer for sale by
PUBLIC AUCTION,
TO-MORROW,
the 29th November, 1905, at 11 o'clock in the morning, on the premises, Nos. 29 and 31, Des Vœux Road Central, Victoria, Hongkong,
THE STOCK OF
FURNITURE AND EFFECTS,
more or less damaged by the recent fire on the premises, such Furniture and Effects, consisting of:—

BLACKWOOD STANDS, CABINETS, PICTURE FRAMES, OVERMANTEL, BOOKCASE, WRITING DESK and other BLACKWOOD ARTICLES, TEAKWOOD WRITING TABLES, CHAIRS, SIDEBOARD, CABINET, FOOCHOW LACQUERED BASKETS, TRAYS, DISHES, LETTER STANDS, PLATED and other TOAST RACKS, CRUET STANDS, EGG STANDS, VASES, VIENNA CHAIRS, IRON BEDSTEADS, FOLDING SCREENS, HEARTH RUGS, &c., &c., &c.

TERMS:—As usual.

Catalogues to be obtained from
R. A. HARDING,
19, Queen's Road Central,
Solicitor for the Vendors;
or from
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th November, 1905. [1151

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have instructions to sell by
PUBLIC AUCTION,
ON
MONDAY,
the 4th December, 1905, at 3 o'clock in the afternoon, at their Sale Rooms, in Ice House Street,
IN ONE LOT,
THE VALUABLE LEASEHOLD PROPERTIES.

Registered in the Land Office as INLAND LOT No. 576 and FARM LOT No. 65. These Properties comprise No. 4, Seymour Road and a house now in course of erection known as "Glenesk." The total area of the above Lots is 101,450 square feet. The total Crown Rent is $88.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vœux Road Central, and from the Auctioneers.

Hongkong, 22nd November, 1905. [1141

Auctions.

PUBLIC AUCTION

OF

VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hongkong, and known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13, Fuk Luk Lane; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, and 130, Third Street, Nos. 113, 115, 117, 119, 121, 123, 125, and 127, Third Street, and Nos. 1, 2, 3, 4, 5, 6, 7, and 8, Fuk Sau Lane,

TO BE SOLD
BY
PUBLIC AUCTION,

in 6 Lots or otherwise as the Auctioneer shall declare,

TO-MORROW,

the 29th day of November, 1905, at 3 o'clock P.M., at his Sales Rooms, in Duddell Street,

BY
Mr. GEO. P. LAMBERT,
Auctioneer.

The following is the description of the property:—

LOT 1.—All that piece or parcel of ground situate at Victoria in the Colony of Hongkong intended to be registered in the Land Office as Section B of Inland Lot No. 679 containing a frontage to Fuk Luk Lane of 96 feet or thereabouts and an area of 4,520 square feet as the same is held from the Crown for the residue of the term of 999 years from the 25th June 1861 created by a Crown Lease of Inland Lot No. 679 dated the 30th April 1888. Apportioned Annual Crown rent $28.34.

PARTY WALL.—The wall on the Eastermmost side of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 7, 8, 9, 10, 11, 12 and 13, Fuk Luk Lane.

LOT 2.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as Section C of Inland Lot No. 679 containing a Frontage to Fuk Luk Lane of 82 feet 4 inches or thereabouts and an area of 3,876 square feet as the same is held from the Crown for the residue of the above mentioned term of 999 years. Apportioned annual Crown Rent $24.30.

PARTY WALLS.—The walls on the Eastermmost and Westernmost boundaries of this Lot are Party Walls.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5 and 6, Fuk Luk Lane.

LOT 3.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as Section D of Inland Lot No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,396 square feet as the same is held from the Crown for the residue of the above mentioned term of 999 years. Apportioned annual Crown Rent $33.83.

PARTY WALLS.—The wall on the westernmost side of this Lot is a Party wall. The wall on the East side of this Lot dividing the same from Section A of Inland Lot No. 679 and which is of a length of 6 feet and 7 inches is a Party wall. The wall on the South side of this Lot dividing the same from section A of Inland No. 679 and which is of a length of 41 feet 8 inches is a Party wall.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 100, 102, 104, 106, 108, 110, 112 and 114 Third Street.

LOT 4.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,691 square feet as the same is held from the Crown for the residue of the above mentioned term of 999 years. Apportioned annual Crown rent $35.68.

PARTY WALL.—The wall on the Eastern most boundary of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 116, 118, 120, 122, 124, 126, 128 and 130 Third Street.

LOT 5.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as Section C of Inland Lot No. 747 having a Frontage to Third Street of 117 feet 4 inches or thereabouts and an area of 6,101 square feet as the same is held from the Crown for the residue of the term of 999 years from the 25th June 1861 created by a Crown lease of Inland Lot No. 747 dated the 30th April 1888. Apportioned Annual Crown Rent $49.65.

PARTY WALL.—The wall on the Eastern-most boundary of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 113, 115, 117, 119, 121, 123, 125 and 127 Third Street.

LOT 6.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 747 containing a frontage to Fuk Sau Lane of 117 feet and 4 inches or thereabouts and an area of 6,219 square feet as the same is held from the Crown for the residue of the said term of 999 years. Apportioned annual Crown rent $50.61.

PARTY WALL.—The wall on the Eastermmost boundary of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5, 6, 7 and 8, Fuk Sau Lane.

ALL the above described Lots are respectively more particularly delineated on a Sale plan thereof which can be inspected at the offices of Messrs Johnson, Stokes and Master, the Vendors' Solicitors; at any time previous to the sale.

For further particulars and conditions of sale apply to—
Messrs JOHNSON, STOKES & MASTER,
8, Des Vœux Road Central,
Vendors' Solicitors,
or to
Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 28th November, 1905. [1095

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 29th November, 1905, at 3 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A CHOICE AND VALUABLE COLLECTION OF
CHINESE AND JAPANESE CURIOS
AND
FINELY CARVED WOODWORK,
the property of a Resident leaving the Colony.

TERMS:—As usual, cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th November, 1905. [1147

Shipping.

Arrivals.

Meefoo, Ch. s.s., 1,321, R. Stephen, 26th Nov., —Shanghai 23rd Nov., Gen.—C. M. S. N. Co.

Zafiro, Br. s.s., 1,618, R. Rodger, 27th Nov.,—Manila 25th Nov., Gen.—S., T. & Co.

Kobsichang, Ger. s.s., 1,292, C. Gosewisch, 27th Nov.,—Bangkok 17th Nov., Rice and Timber.—B. & S.

Keong Wai, Ger. s.s., 1,115, Köhler, 27th Nov., —Swatow 26th Nov., Rice and Wood.—B. & S.

Broholm, Dan. s.s., 81, Birkholm, 27th Nov., —Manila 24th Nov., Ballast.—S., W. & Co.

Lucia Vittoria, Ital. s.s., 554, J. Boardman, 27th Nov.,—Kwong-chow-wan 26th Nov., Gen. —Musso & Co.

Chunsang, Br. s.s., 1,418, R. Cox, 27th Nov.,— Chinkiang 23rd Nov., Rice.—J., M. & Co.

Bainbridge, U.S. torpedo-boat destroyer, 420, Lieut. Irwin, 27th Nov.,—from Manila.

Barry, U.S. torpedo-boat destroyer, 420, Lieut. Woodward, 27th Nov.,—from Manila.

Rio Lima, Portuguese gunboat, 700, Moraes de Carvalho, 27th Nov.,—Macao 27th Nov.

Haitan, Br. s.s., 1,183, J. S. Roach, 28th Nov., —Foochow 24th Nov., Amoy 25th, and Swatow 27th, Gen.—D., L. & Co.

Tuneshing, Br. s.s., 1,172, T. W. Selby, 28th Nov.,—Canton 28th Nov., Gen.—J., M. & Co.

Manningtry, Br. s.s., 1,828, E. Lawson, 28th Nov., —Moji 22nd Nov., Coals.—D. & Co., Ld.

Oanfa, Br. s.s., 4,866, J. Relry, 28th Nov.,— Liverpool 15th Oct., and Singapore 22nd Nov., Gen.—B. & S.

Fooksang, Br. s.s., 1,987, E. M. Reynolds, 28th Nov.,—Shanghai 25th Nov., Gen.—J., M. & Co.

E-Sang, Br. s.s., 1,127, L. A. Muir, 28th Nov., —Canton 27th Nov., Gen.—J., M. & Co.

Loongmoon, Ger. s.s., 1,700, F. Kalkofen, 28th Nov.,—Canton 27th Nov., Gen.—S. & Co.

Lightning, Br. s.s., 2,122, J. G. Spence, 28th Nov.,—Calcutta via Penang and Singapore 22nd Nov., Gen.—D., S. & Co., Ld.

Clearances at the Harbour Office.

Promise, for Swatow.
Chowfa, for Swatow.
Attaka, for Tamsui.
Esang, for Foochow.
Hongwan I, for Amoy.
Signal, for Swatow.
Taming, for Manila.
Eidsvold, for Singapore.
Kutsang, for Singapore.

Departures.

Nov. 27.

Meefoo, for Canton.

Nov. 28.

Tourane, for Europe.
Chowfa, for Bangkok.
Haimun, for Swatow.
Phuyen, for Foochow.
Chunsang, for Canton.
Jacob Diederichsen, for Haiphong.
Kutsang, for Calcutta.
Taming, for Manila.
Promise, for Takao.
Signal, for Swatow.

Passengers arrived.

Per *Haitan*, from Coast Ports—Messrs. Dupree, Chairman, Cavallo, Lara, Finnis, Revs. J. McGovan, J. Knox, Mrs. Van de Stadt, 2 children and amah, and 170 Chinese.

Per *Zafiro*, from Manila—Mr. J. C. Underwood, Mrs. B. Gibson, Lieuts. C. B. Moore, E. L. Bull, A. J. O'Leary, Mr. J. H. Langtry, Lieut. G. F. Rozell, Jr., Mrs. Andreus, Mr. C. C. Broner, Capt. and Mrs. Nuwell, Lieut. Chas. N. Barney, Messrs. H. D. Thirkield, D. R. Gray, H. E. Partridge, C. H. Macfarlane, Major and Mrs. W. P. Kendall, Messrs. C. S. Virgil, E. A. Booner, Kuan Hing, Mr. and Mrs. Chun Buo, Messrs. D. Papa, V. Macario, D. Mora, Miss Helene Gordon, Messrs. J. Delany, Millikin, and 151 Chinese.

Per *Oanfa*, from Singapore—700 Chinese.

Shipping Report.

Str. *Lucia Vittoria* from Kwongchauwan:—Experienced fresh NE. monsoon, and fine weather.

Str. *Haitan* from Coast Ports:—Fresh NE. monsoon and showery, thence to port light variable winds and rain.

Str. *Zafiro* from Manila:—Light variable breeze, with smooth sea till 1 p.m. on 26th inst., thence strong NE. wind, with heavy beam sea till arrival.

Vessels in Port.

STEAMERS.

Alexander, Am. s.s., 1785, Gove, 13th Nov.,—Cavite 9th Nov., Coal.—Order.

America Maru, Jap. s.s., 3,160, Philip Going, 27th Nov.,—San Francisco 27th Oct., and Shanghai 24th Nov., Mails and Gen.—T. K. K.

Clavering, Br. s.s., 2,154, D. Barton, 6th Sept., —Salina Cruz 31st Aug., Ballast.—C. C. S. S. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 21st Nov.,—San Francisco 21st Oct., Honolulu 26th, Yokohama 9th Nov., Kobe 11th, Nagasaki 13th, and Manila 19th, Mails and Gen.—O. & O. S. S. Co.

Devawongse, Ger. s.s., 1,057, T. V. Bruhn, 25th Nov.,—Anghin (Bangkok) 16th Nov., Rice and Meal.—B. & S.

Emma Luyken, Ger. s.s., 1,109, H. Martens, 23rd Nov.,—Java 14th Nov., Sugar.—J. C. J. L.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 22nd Nov.,—Vancouver 30th Oct., and Shanghai 19th Nov., Mails and Gen.—C. P. R. Co.

Eva, Ger. s.s., 2,300, L. Reimer, 25th Nov.,—Moji 19th Nov., Coals.—J. & Co.

Hedwig Menzell, Ger. s.s., 900, C. Schönberg, 6th Nov.,—Sourabaya 23rd Oct., and Singapore 28th, Sugar.—E. A. T. Co.

Helmdel, Nor. s.s., 1,237, Johnson, 20th Nov., —Manila 16th Nov., Ballast.—D. & Co., Ld.

Hilary, Ger. s.s., 1,276, F. Fiegler, 16th Nov.,—Kiau-chau 9th Nov., Coal.—S., W. & Co.

Hong Wan I, Br. s.s., 2,060, J. Slaker, 27th Nov.,—Penang 18th Nov., and Singapore 21st, Gen.—Joo Teck Seng.

Indravelli, Br. s.s., 3,768, S. Cullington, 27th Nov.,—Durban 23rd Nov., Ballast.—G., L. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 26th Nov.,—Kutchinotzu 22nd Nov., Coal.—J., M. & Co.

Laertes, Br. s.s., 1,340, J. B. Jackson, 22nd Nov.,—Saigon 16th Nov., Meal.—Chinese.

Loongsang, Br. s.s., 1,092, A. E. Sandbach, 27th Nov.,—Manila 24th Nov., Gen.—J., M. & Co.

Mausang, Br. s.s., 1,644, R. Houghton, 24th Nov.,—Sandakan 17th Nov., Timber.—J., M. & Co.

Mercedes, Br. transport, 3,300, J. F. McGregor, 17th Nov.,—Nagasaki 13th Nov., Ballast. —Naval Store Office.

Otta, Nor. s.s., 2,068, H. Linchausen, 10th Nov., —Probolinggo 28th Oct., Sugar.—S., W. & Co.

Royalist, Br. s.s., 2,080, W. A. Scott, 24th Nov., —Hongay 21st Nov., Coal.—J., M. & Co.

Shahjehan, Br. s.s., 1,061, J. Scott, 18th Nov.,—Swatow 17th Nov., Ballast.—Order.

Tartar, Br. s.s., 2,768, W. Davison, R.N.R., 15th Nov.,—Vancouver 16th Oct., and Shanghai 12th Nov., Gen.—C. P. R. Co.

Trieste, Aust. s.s., 3,223, D. Mistrorigo, 27th Nov.,—Shanghai 24th Nov., Gen.—S., W. & Co.

Triumph, Ger. s.s., 769, A. Hansen, 26th Nov., —Shanghai 19th Nov., Foochow 2 rd, Amoy 24th, and Swatow 25th, Gen.—O. S. K.

Tsinan, Br. s.s., 1,460, C. Lindbergh, 27th Nov., —Kuchinotzu 23rd Nov., Gen.—B. & S.

Wonga Fell, Br. s.s., 7,852, Alfred. Fell, 22nd Nov.,—Sydney via Japan and Shanghai 18th Nov., Coal.—Order.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.,—Philadelphia, 10th June, Kerosine.—S., O. Co.

Rose, Br. bq., 821, Wright, 10th Nov.,—West Australia 4th Aug., Sandal Wood.—S. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Armand Behic	Saigon	M. M.	Nov. 29
Silvia	Singapore	H. A. L.	Nov. 30
Ajax	Singapore	B. & S.	Dec. 1
Chusan	Singapore	P. & O. Co	Dec. 2
Loisang	Calcutta	L. M. & Co	Dec 4
Changsha	Thursday I	B & S	Dec. 4
Australian	Australia	G., L. & Co	Dec. 4
Siberia	Japan	P. M. Co.	Dec. 6
Aragonia	Yokohama	P. & A. Co	Dec. 9
Algoa	Tacoma	P. M. Co.	Dec. 10
Tjilatjap	Moji	J. C. J. L.	Dec. 10
Nicomedia	Astoria	P. & A. Co	Dec. 14

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Hercules ... Kowloon Dock.
Kwantin ... " "
Eidsvold ... " "
Hilary ... " "
Wongafells ... " "
H.M.S. Fame ... " "
Heungshan ... " "
Fooksang ... Aberdeen "

SHANGHAI.

24th inst.

Kwanglee ... New, Nov. 21.
Ping Ching ... Old, " 21.

Ships Passed The Canal.

Outward—20th October—*Hyson*, *Ohio*, *St. Egbert*, *Tonkin*, 24th October—*Clavershill*, *Austria*, *Mariwarri*, 28th October—*Priam*, 31st October—*Asama*, *Pathan*, *Silvia*, *Indrapura*, 7th November—*Oceana*.

Homeward—17th October—*Benlomond*.

Arrivals at Home—20th October—*Ernest Simons*, 24th October—*Preussen*, *Kennebec*, *Malacca*, 28th October—*Roon*, *Verona*, *Benlarig*, *Laos*, *Rhenania*, 31st October—*Spezia*, *Austria*, *Pak Ling*, *Candia*, 11th November—*Ceylon*, *Achilles*, *Shimosa*, 15th November—*Hohenzollern*, *Anteinor*, *Ulysses*, 16th November—*Bavaria*, *Oopack*, *Orestes*, *Nubia*, 21st November—*Alcinous*, *Glenroy*, 24th November—*Benledi*, 25th November—*Banca*.

Post Office.

A Mail will close for:—

Singapore—Per *Eidsvold*, 29th Nov. 8 A.M.

Tamsui—Per *Attaka*, 29th Nov., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 29th Nov., 11 A.M.

Macao—Per *Heungshan*, 29th Nov., 1.15 P.M.

Foochow and Shanghai—Per *Esang*, 29th Nov., 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 29th Nov., 11 A.M.

Ningpo and Shanghai—Per *Tungshing*, 29th Nov., 3 P.M.

Shanghai—Per *Loongmoon*, 29th Nov., 3 P.M.

Swatow, Amoy, Foochow and Shanghai—Per *Triumph*, 29th Nov., 5 P.M.

Newcastle, N.S.W.—Per *Wonga Fell*, 29th Nov., 5 P.M.

Swatow, Amoy and Foochow—Per *Haitan*, 30th Nov., 9 A.M.

Macao—Per *Heungshan*, 30th Nov., 1.30 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 30th Nov., 3 P.M.

Shanghai—Per *Shaksing*, 30th Nov. 3 P.M.

Amoy and Manila—Per *Zafiro*, 1st Dec., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 1st Dec., 11 A.M.

Manila—Per *Loongsang* 1st Dec., 3 P.M.

Europe, &c., India, *via* Continental Per *Bengal*, 2nd Dec., 11 A.M.

Shanghai—Per *Hongsang*, 2nd Dec., 2 P.M.

Shanghai—Per *Ichang*, 3rd Dec., 9 A.M.

Manila—Per *Tean*, 5th Dec., 3 P.M.

Europe, &c., India, *via* Continental Per *Prinz Regent Luitpold*, 6th Dec., 11 A.M.

Sandakan—Per *Mausang*, 6th Dec., 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 7th Dec., 11 A.M.

Manila—Per *Rubi*, 9th Dec., 11 A.M.

Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Willehad*, 12th Dec., 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, F. R.
Anderson, Mrs. K.
Anderson, W. R.
Bardy, A. H.
Battiscombe, H. G.
Beck, Mrs. J. F.
Beddome, Mrs. F.
Bell, R.N., Lieut. H. F.
Birbeck, R. J.
Bishop, L. C.
Bisney, S.
Bissell, W. S.
Bonner, E. A.
Bornand, Mr.
Boithwick, Mrs. R. W. and child
Bowden, Mrs. V. R.
Boyd, Mr. and Mrs. C. M.
Bradshaw, I.
Brown, Mr. & Mrs. G.
Bradley, Dr. and Mrs. R.
Brighton, Mr. and Mrs. G. L.
Broughall, L.
Burnie, C. M. G.
Burtt, W. H.
Carter, W. L.
Chatham, Hon. & Mrs. W.
Clark, M. O.
Clark, T.
Clarke, Mrs. T. W.
Clarke, T. W.
Clegg, R.N., Eng. Lt. and Mrs. H. L.
Close, A. S.
Colvin, H. E.
Cook, Mrs. C. W.
Copp, Mrs. and Miss
Corning, Mrs. John
Coulthart, J.
Cruickshank, A.
Cunningham, G.
Curry, Dr. and Mrs. E. G.
Davies, F. O.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mrs. W. A.
Dowley, W.
Downing, Mr. T. C.
Dupree, W. S.
Evan-Jones, Dr. and Mrs. E.
Fischer, R.
Fletcher, H.
Frankel, G. W.
Gill, Mrs. M. P.
Graves, Mrs. S. L.
Hall, Capt. T.
Hanghwont, W. B.
Hartley, T. E.
Hollingsworth, Mr. & Mrs.
Holt, B. G.
Horsey, H. H.
Howes, A. T.
Hoxett, Mrs. C. A.
Hunter, R.
Hurst, R.N., Engineer Capt.
Iboleon, Mrs. I., 3 children and maid
Iboleon, I.
Innes, Capt. R.
Jameson, Mr. and Mrs. J. W.
Johannsen, Edm.
Johnson, Dr. and Mrs. D. P.
Kaeser, A. E.
Kent, H. W.
Kerr, F.
Koenig, C.
Laing, A. H.
Large, H. J. C.
Lawless, Major and Mrs.
Lazerus, F. J.
Leang, A. J. O.
Leckler, Mr. and Mrs. H. B.
Lewis, A. R.
Lewis, L. S.
Macfarlane, C. H.
Marriott, Dr. O.
McAran, T. P.
McKay, T. D.
Meier, Mr. and Mrs. John
Miller, P. L.
Moon, Mr. & Mrs. F. M.
Moore, Dr. W. B. A.
Morrison, Mrs. & child
Moulder, Mr. and Mrs. A. B.
Newall, S. G.
Newell, Mr. & Mrs. I.
Newington, A. G.
Nicholls, E. A.
Oliffe, O. C.
Otte, F.
Pan, F. N. Le
Parfitt, W.
Park, J. S.
Parks, J. I.
Partridge, H. E.
Patey, Mrs. E. O.
Peake, W.
Pecker, B. L.
Pennefather, Capt. & Mrs. G. H.
Perine, Mr. and Mrs. G. M.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R.
Pigott, C.
Powell, Miss
Powell, W. A.
Roach, Mrs. J. S. and child
Rumple, Rev. Dr. and Mrs. J. W.
Saxton, Mrs.
Schaeffer, G. S.
Scott, J. Gray
Scott, Mrs. J. G.
Shea, J. J.
Skott, C.
Slack, F. H.
Slack, Miss
Small, W.
Smith, Isabella
Stein, A. L.
Stephens, H.
Stevenson, Mrs.
Stevenson, R.N., Lieut.-Comdr. E.
Taylor, Mrs. H.
Thomas, H. P.
Thomas, Miss M. L.
Thompson, A.
Umbsen, Mrs. & Miss
Wakefield, Mrs. and Miss
Watkins, Miss E.
Watson, Mr. and Mrs. W. M.
Whitlow, A. W.
Woolrabe, Mrs. S.
Wright, Mr. & Mrs. T.
Wunokao, A.
Young, J. A.

OCCIDENTAL.

Botschker, R.
Bruhne, Mr. and Mrs.
Callesen, Miss H.
Caspersen, S.
Chandler, F.
Hales, G. L.
Keyt, Dr. H.
Krill, G.
Lowe, Mr. and Mrs.
Lowe, Miss Siesie
Majer, Capt. and Mrs. and child
Munro, Miss A.
Owen, O. E.
Schwiter, H.
Stoltz, H.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Broham, Mrs.
Brown, D. E.
Chichester, Maj. A. A.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Daniel, Mr.
Darling, Col.
Dymack, Lieut. A.
Gales, Capt.
Gastle, E.
Gosling, L.-Col.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hazelland, F. A.
Howard, W. H.
Hudig, D.
Hughes, Mr.
Jacks, Mr.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Laye, Major and Mrs.
Kelsall, Major & Mrs.
Knight, Mr.
Lamparski, Mr. & Mrs.
Lourier, Mr.
Martin, R.
Mitchell, R.
Moss, Mrs.
Moxon, Mr. and Mrs.
Muelle, E.
Ollis, F. B.
O'Neil, J. L. Hugh
Painter, Major & Mrs.
Parry, Major
Peable, Mr.
Pollock, K.C., Mr.
Quennell, Capt.
Sawer, Capt. and Mrs.
Scheltema, Mr.
Sinclair, A.
Stokes, Mr.
Vandin, Gordon
Vereker, Capt. & Mrs.
White, Dr. M. J.
Wilkie, John
Woodward, Mr. & Mrs.

CRAIGIEBURN.

Barnett, H. J. C.
Dann, G. H.
Gaskell, Mr. and Mrs.
Harben, Mr. and Mrs.
Harvey, Capt. & Mrs.
Marchant, Capt. and Mrs. and children
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague

KOWLOON.

Ainslie, Dr. D. H.
Binder, Mrs. F. C.
Carpper, H.
Charlton, R.N., Capt. and Mrs. E. and nurse
Carter, L.
Cope, W. H.
Hall, A. J.
Lee Ray, H. J.
MacGregor, J. W.
Terrell, Mr.

CHINA COAST METEOROLOGICAL REGISTER.

November 27th, 1905, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	"	30 09	—	—	—	—
Tokio	"	30.14	—	—	NW	2
Kochi	"	30.11	—	—	—	o
Nagasaki	"	30.15	—	—	N	2
Kagoshima	"	30.11	—	—	N	4
Oshima	"	30 12	—	—	N	8
Naha	"	30.17	—	—	N	8
Ishigakijima	"	30 21	—	—	N	2
Taihoku	5 a.m.	30.20	—	—	E	4
Taichu	"	30.15	—	—	—	o
Tainan	"	30.13	—	—	N	2
Koshun	"	30.12	—	—	NE	6
Pescadores	"	30.13	—	—	NE	8
Weihaiwei	9 a.m.	—	—	—	—	—
Gutzlaff	"	30.31	54	94	NW	2
Sharp Peak	"	30.28	62	77	E	1
Amoy	6.30 a	30 11	62	77	NE	2
Swatow	9 a.m.	0.12	64	89	—	o
Canton	"	30 15	64	78	NW	1
Hongkong	10 a.m.	30.19	70	61	E	3
Victoria Peak	"	—	—	—	E	5
Gap Rock	"	—	—	—	—	—
Macao	"	29.96	69	—	NE	1
Haiphong	"	—	—	—	—	—
Manila	"	30.04	81	70	WNW	2
Bacolod	9 a.m.	—	—	—	NE	4
Iloilo	"	30.01	82	—	NE	1
Cebu	"	—	82	—	N	1
C. St. James	10 a.m.	—	—	—	—	—

November 28th, 1905, a.m.

Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	29.96	72	—	—	o
Hakodate	"	29.97	—	—	N	2
Tokio	"	30 10	—	—	NW	2
Kochi	"	30.19	—	—	SW	2
Nagasaki	"	30.23	—	—	SE	2
Kagoshima	"	30.23	—	—	N	4
Oshima	"	30.20	—	—	NW	4
Naha	"	30.21	—	—	N	2
Ishigakijima	"	30.21	—	—	NE	2
Taihoku	5 a.m.	30.23	—	—	E	2
Taichu	"	30.20	—	—	N	2
Tainan	"	30.15	—	—	N	2
Koshun	"	30.14	—	—	NE	6
Pescadores	"	30.21	—	—	NE	8
Weihaiwei	9 a.m.	30.26	38	—	N	1
Gutzlaff	"	30 36	54	87	NW	3
Sharp Peak	"	30.34	62	69	N	2
Amoy	6.30 a	30.15	61	94	NE	1
Swatow	9 a.m.	30.23	62	94	—	o
Canton	"	30.24	68	85	W	1
Hongkong	10 a.m.	30 27	68	74	E	3
Victoria Peak	"	—	—	—	E	3
Gap Rock	"	—	—	—	—	—
Macao	"	30.02	69	—	E	1
Haiphong	"	—	—	—	—	—
Manila	"	30.08	82	70	W	1
Bacolod	9 a.m.	—	—	—	NE	4
Iloilo	"	29.97	80	—	NE	3
Cebu	"	—	82	—	N	2
C. St. James	10 a.m.	—	—	—	—	—

	No. 27 at 10 a.m.,	Nov. 27 at 4 p.m.,
Barometer	30.19	30.11
Temperature	70	69
Humidity	61	71
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class.	Tons.	Guns	I.H.P.	Captain.	Last Reported At
Actæon	despatch-vessel	1,700	4	4,000	Commander Harbord	en route Hk. via Ports
Argonaut	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Woosung
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Hongkong
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Weihaiwei
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtsze
Cherub	water-tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtsze
Diadem*	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Woosung
Dee	torpedo boat destroyer	560	6	7,000	Lieut.-Commander H. E. Sulivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Hongkong
Ettrick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Lewin	Hongkong
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong,
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander ———	Hongkong
Hecla	special service torpedo-v	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying (Labuan)
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Woosung
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander R. Secretan	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Richards	Hongkong
Waterwitch	surveying ship	920	4	450	Commander R. W. Glennie	Long Harbour
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE CRESCENT MILLS COMPANY, LIMITED, carrying on business at Bombay, China and elsewhere as Manufacturers of Cotton Yarn, have, on the 27th day of September, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1.—The representation or illustration of a bald-headed old Chinaman with a long beard sitting in a chair. Behind him is standing a Chinese warrior clothed in armour and holding in his hand a Chinese mace. On the right of the old man is depicted a woman. The old man is depicted holding out his hand to another Chinese woman, who is shewn on her knees and crouching down before him. On her left is a Chinese child standing. In the right hand corner of the label appears the Chinese Characters (祝壽圖) meaning in English "picture birthday celebration." At the top of the label and inside the surrounding border is written the name of the Company, The Crescent Mills Co., Ld., the owners and proprietors of the said Trade Mark. On the right hand side of the label and inside the surrounding border thereof are written the Chinese Characters (此邑利士申紗廠有限公司) being the equivalent in Chinese of The Crescent Mills Co., Ld. The said Mark is known amongst the Chinese as the "Cheuk Shau To" Mark (祝壽圖). The words "Cheuk Shau To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

2.—The representation or illustration of Neptune the god of the sea who is depicted riding upon a sea dragon and who is pointing upwards with his right hand. At the top of the label and inside the surrounding border is written "The Crescent Mills Company, Limited," the owners and proprietors of the Trade Mark. At the top of the label and below the border are written the Chinese Characters (海龍王) meaning in English "Dragon King of the Sea." On the margin of the label and inside the surrounding border on the right hand side thereof are written the Chinese Characters (此邑利士申紗廠有限公司) being the equivalent in the Chinese language of The Crescent Mills Company, Limited.

The said Trade Mark is known amongst the Chinese as "The Hoi Lung Wong Mark."

The words "Hoi Lung Wong" both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration.

3.—The representation or illustration of a deer galloping over a field. A warrior is depicted shooting at the deer with a bow and arrow. At the top of the label is written in English The Crescent Mills Company, Limited, who are the owners and proprietors of the Trade Mark. The said Trade Mark is known amongst the Chinese as "The Shea Luk Mark" (射鹿). The words "Shea Luk" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

4.—The representation or illustration of a bat signifying happiness, of a deer signifying wealth, and of an old man signifying longevity. At the top of the label and in the surrounding border are written the Chinese Characters (公運行) meaning in English "Lucky old man." Around the rest of the border are written the Chinese characters (行運) Hong Wan meaning in English "Lucky." Below the border and above the illustration are written in English the words "The Crescent Mills Co., Ld." being the owners and proprietors of the said Trade Mark. The said Trade Mark is known amongst the Chinese as the "Hang Wan Kung To" mark. The words "Hang Wan Kung" (行運公) both in English and in Chinese are claimed as the essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

5.—The device of an octagonal coin above which is written the name of the Company "The Crescent Mills Company, Limited," the owners and proprietors of the said Trade Mark. The said Trade Mark is known amongst the Chinese as "Pat Kam Tsin Mark." The words "Pat Kam Tsin" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described device.

6.—The representation or illustration of the head and shoulders of two queens facing one another each wearing a crown. Above the illustration is written the name "The Crescent Mills Company, Limited," the owners and proprietors of the said Trade Mark.

7.—The representation or illustration of two dragons on their fore claws with their tails hanging over their backs and behind them; they are both depicted with their mouths wide open and with their tongues distended. They are both facing a pot of Chinese lilies in full bloom. At the top of the label and in the surrounding border is written the name of The Company "The Crescent Mills Company, Limited," the owners and proprietors of the said Trade Mark, at the bottom of the label and inside the surrounding border are written the Marathi characters being the equivalent in the Marathi language of The Crescent Mills Company, Limited.

8.—The representation or illustration of a performing elephant which is depicted standing with its fore feet on a tub. A clown is depicted standing on the right hand side of the label imitating the elephant and standing on the tub with his hands. Another clown is depicted standing on the left of the label with both hands behind his back looking at the elephant. At the back of the label are the audience and the curtain of the stage. At the top of the label and in the surrounding border is written the name of the Company "The Crescent Mills Company, Limited," the owners and proprietors of the said Trade Mark. In the margin of the label and inside the surrounding border on the right hand side thereof are written the Chinese characters (此邑利士申紗廠有限公司) being the equivalent in the Chinese language of The Crescent Mills Co., Ld. The said Mark is known amongst the Chinese as the "Cheuk Shau To" Mark (祝壽圖). The words "Cheuk Shau To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

In the name of THE CRESCENT MILLS COMPANY, LIMITED, who claim to be the proprietors thereof.

The Trade Marks Nos. 1, 2, 3, 4 and 5 have been used by the applicants since the month of January, 1893.

The Trade Mark No. 6 has been used by the applicants since the month of September, 1900.

The Trade Mark No. 7 has been used by the applicants since the month of September, 1901.

The Trade Mark No. 8 has been used by the applicants since the month of December, 1903.

All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 27th day of October, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vœux Road Central,
Hongkong.

1051]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE MAHOMEDBHOY MILLS COMPANY, LIMITED, carrying on business at Bombay, China and elsewhere as Manufacturers of Cotton Yarn, have on the 27th day of September, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1.—The representation or illustration of five oriental boys. One of the boys is depicted seated in a swing holding with each hand the ropes of the swing which is suspended from a branch of a tree and the boy is swinging himself. One boy is depicted pushing the swing from the back and the other from the front. Two boys are standing at the back of the picture looking on at the play of the others. At the top of the label and inside the surrounding border are written "The Mahomedbhoy Mills" above the illustration and below the border are written the Chinese Characters (鞦韆圖) meaning in English "Picture Swinging." On the margin of the label and inside the surrounding border on the right side thereof are written the Chinese Characters (此馬也批美屢士) being the equivalent in the Chinese language of the Mahomedbhoy Mills, the owners and proprietors of the Trade Mark.

The said Trade Mark is known amongst the Chinese as the Tsin Chau Mark (鞦韆圖).

The words "Tsin Chau" both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL.
DAIRY FARM FED PORK.

Capons, Dairy Farm Fed (dressed)	$1.05 each
Chickens do do	0.75 "
Chickens' Livers	0.04 "
Chickens' Gizzards	0.04 "
'Carno' Meat Extract, 2 oz.	0.70 per pot.
do do 4 oz.	1.25 "
Ducks, Local (dressed)	0.65 each
Ducks, Wild	0.75 "
Australian Smoked Mullet	0.50 per lb
do do Schnapper	0.50 "
Geese, Local (dressed)	1.50 each
Hares, Australian 1st Grade	1.40 "
Ham, Best York	0.70 per lb
Ham, Australian, "Pineapple" Brand" (2 cts. extra per lb for Ham if cut).	0.60 "
Kidneys, Australian Sheep	0.05 each
Lemons, Australian	48 cts. & 60 cts. per doz.
Oysters, American (large size, in tins)	2.50 per tin
Australian Oysters, 2½ doz. bottles	1.00 " bot.
" " 5 " "	1.90 per large bottle.
Partridges, Local	$0.75 each
Pigeons, Local	0.25 "
Pigeons, Wild (dressed)	0.20 "
Rabbits, Australian 1st Grade	0.65 "
Rice Birds	0.55 per doz.
Sausages, Australian Fritz	0.63 per lb
Sausages, Own Make (of Australian Meats)	0.25 "
Snipe, Local	0.25 each
Tongues, Australian Sheep	0.20 "
Turkeys, Choice Australian (plucked)	0.60 per lb

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

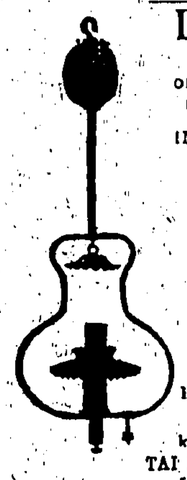
Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 11th November, 1905. [988

For Sale.

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed, up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [1123

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD REQUISITES,

&c., &c., &c.

DEPOT FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 156.

AMATEUR WORK Received PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [54

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

SAU and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 13th January, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1905. 12

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 12th December, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ...26th December.
S.S. *ERNEST SIMONS*... 9th January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th November, 1905. 17

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that EBRAHIMBHOY PABANEY MILLS CO., LD., carrying on business at Bombay, China and elsewhere as Manufacturers of Cotton Yarn, have, on the 27th day of September, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of two Phœnixes flying before the setting sun. In the left hand corner of the label is written the Chinese Characters (雙鳳朝陽) meaning in English "two Phœnixes facing the sun." At the top of the label and inside the surrounding border are written the English words "Ebrahimbhoy Pabaney Mills Co., Ld.," being the owners and proprietors of the said Trade Mark. On the margin of the label and inside the surrounding border on the right hand side are written the Chinese characters (八巴利紡紗廠) being the equivalent in Chinese of Ebrahimbhoy Pabaney Mills Co., Ld. The said Trade Mark is known amongst the Chinese as "Sheung Fung Chiu Yeung Mark" (雙鳳朝陽) The "Sheung Fung Chiu Yeung" both in English and Chinese are claimed as an essential particular of the said Mark in conjunction and in combination with the above described representation or illustration.

2.—The representation or illustration of two Chinese ladies dressed in embroidered attire sitting on a couch under the shade of four bamboo trees. At the top of the label and in the surrounding border thereof are written the words "Ebrahimbhoy Pabaney Mills Co., Ld.," the owners and proprietors of the said Trade Mark. At the bottom of the label and inside the surrounding border are the Chinese characters (衣巴謙杯巴班彌有限洋紗局公司) being the equivalent in Chinese of the name of the Pabaney Mills Co., Ld.

3.—The representation or illustration of a sailing boat with two large three cornered sails. The boat is depicted inside a circle around which is the name of the Company, The Ebrahimbhoy Pabaney Mills Company, Ld., the owners and proprietors of the said Trade Mark.

4.—The representation or illustration of a Chinese god called "Wat Lui" holding in his right hand a sword. The god is depicted wearing a helmet and the dress of a Chinese warrior. Above the illustration and below the border are written in the right hand corner of the label the Chinese characters (華皇) meaning in English "Wat Lui" the name of the warrior.

On the margin of the label and inside the surrounding border on the right hand side thereof are written the Chinese characters (八巴利紡織廠) being the equivalent in Chinese of Ebrahimbhoy Pabaney Mills Co., Ld. The said Trade Mark is known amongst the Chinese as the "Wat Lui" Mark. The words "Wat Lui" both in English and Chinese are claimed as an essential particular of the said Mark in conjunction and in combination with the above described representation or illustration.

5.—The representation or illustration of a rock out of which is depicted growing the magnolia plant and flowers. At the top of the label and inside the surrounding border are the words Ebrahimbhoy Pabaney Mills Co., Ld., being the owners and proprietors of the said Trade Mark, and at the bottom of the label are the Chinese characters (衣巴謙杯巴班彌有限洋紗局公司) being the equivalent in Chinese of the name of the said Company. The said Mark is known amongst the Chinese as Lan Fa Mark. The words "Lan Fa" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described illustration or representation.

6.—The representation or illustration of three Oriental jugglers standing on their hands with their legs projecting upwards. A fowl is depicted standing on the soles of each of their feet. Behind the jugglers are bamboo trees and a Chinese house. At the top of the label and inside the surrounding border are the words "Ebrahimbhoy Pabaney Mills Co., Ld., the owners and proprietors of the said Trade Mark. On the right hand side of the label and inside the surrounding border are the Chinese characters (八巴利紗織廠) being the equivalent in Chinese of the Ebrahimbhoy Pabaney Mills Co., Ld. The said Trade Mark is known amongst the Chinese as the Shan Kwai Mark. The words "Shan Kwai" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

7.—The representation or illustration of one of the eight Chinese Genii sitting on the sea. His left hand is holding a Chinese staff from which emits fire, smoke and flames. The right hand is holding a staff. He is depicted looking upwards towards the sun, and an illustration of the sun is depicted in the right hand corner of the label and above the genii. In the middle of the label is written the Chinese characters (李鐵拐) meaning in English "Li Tit Kwai" the name of the genii. At the top of the label and inside the surrounding border are the English words Ebrahimbhoy Pabaney Mills Co., Ld." the owners and proprietors of the said Trade Mark. On the right hand side of the label and in the surrounding border are written the Chinese characters (衣巴謙杯巴班彌有限洋紗局公司) being the equivalent in Chinese of "Ebrahimbhoy Pabaney Mills Co., Ld." The said Trade Mark is known amongst the Chinese as Li Tit Kwai Mark." The words "Li Tit Kwai" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

8.—The representation or illustration of an old Chinese teacher sitting on the ground. A child is depicted on his right side and a Chinese woman is depicted standing in front of them with one of her hands pointing at the child. At the top of the picture but below the surrounding border are written the Chinese characters (圖子教) meaning in English "Teaching the son." At the top of the label and inside the surrounding border are written the English words Ebrahimbhoy Pabaney Mills Co., L.", the owners and proprietors of the said Trade Mark. On the right hand side of the label and inside the surrounding border are written the Chinese characters (八巴利紡織廠) being the equivalent in Chinese of Ebrahimbhoy Pabaney Mills Co., Ld. The said Trade Mark is known amongst the Chinese as the "Kau Tsz To Mark." The words "Kau Tsz To" both in English and Chinese are claimed as an essential particular of the said T ade Mark in conjunction and in combination with the above described illustration or representation;

in the name of EBRAHIMBHOY PABANEY MILLS CO., LD., who claim to be the proprietors thereof.

The Trade Marks Nos. 1 and 2 have been used by the applicants since the month of September, 1897.

The Trade Mark Nod. 3 has been used by the applicants since the month of September, 1898.

The Trade Mark Nod. 4 has been used by the applicants since the month of January, 1899.

The Trade Mark Nod. 5 has been used by the applicants since the month of May, 1899.

The Trade Mark Nod. 6 has been used by the applicants since the month of July, 1899.

The Trade Mark Nod. 7 has been used by the applicants since the month of September, 1899.

The Trade Mark Nod. 8 has been used by the applicants since the month of April, 1903.

All the above-mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 27th day of October 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vœux Road Central,
Hongkong.

1050]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE CURRIMBHOY MILLS COMPANY, LIMITED, carrying on business at Bombay, China and elsewhere as Manufacturers of Cotton Yarn have, on the 27th day of September, 1905, applied for the Registration in Hongkong, in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of a Mahomedan and who is depicted wearing the big gold Mahomedan Turban. At the top of the label and inside the surrounding border is written "The Currimbhoy Mills Company, Limited" on the right hand side of the label and inside the surrounding border is written Guzarati characters being the equivalent in Guzarati of the Currimbhoy Mills Company, Limited. The said Trade Mark is known amongst the Chinese as the "Tai Tau Yan Mark." The words "Tai Tau Yan" (大頭人) both in English and Chinese are claimed as essential particulars of the Trade Mark in combination and in conjunction with the above described representation or illustration.

2.—The representation or illustration of a frog or toad known to the Chinese as "Kum Pa". Sitting on the frog or toad appears the representation or illustration of a Chinese boy. On the left hand side of the label and inside the surrounding border is written "The Currimbhoy Mills Company, Limited," the owners and proprietors of the Trade Mark. On the right hand side and inside the label and inside the surrounding border are written the Chinese characters (此架廉批紗廠有限司公) being the equivalent in the Chinese language of The Currimbhoy Mills Company, Limited. The Trade Mark is known amongst the Chinese as "The Kum Pa Mark." The words "Kum Pa" (擒扒) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representations or illustrations.

3.—The representation of a large "gold fish" which species is known amongst the Chinese as the "Tat Ngam Kam Yu" (凸眼金魚). Sitting or reclining upon this gold fish are two Oriental boys who are depicted with their heads together. The boy on the right side is holding a small globe and both boys are looking into it. In the margin of the label on the right hand side thereof are written the Chinese characters (此加廉批美屢士有限公司) being the equivalent in the Chinese language of "The Currimbhoy Mills Company, Limited," the owners and proprietors of the Trade Mark. In the margin of the label and on the left hand side thereof are written the English words "Currimbhoy Mills Co., Ld." The said Trade Mark is known amongst the Chinese as the "Kam Yu Mark." The words "Kam Yu" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction with the above representation.

4.—The representation or illustration of a bale of cotton yarn. On the right side of the bale is depicted standing the representation or illustration of a Mahomedan man holding in his right hand a sample of cotton yarn and on the left hand side of the bale is depicted standing the representation or illustration of a Chinaman holding in his left hand a fan. Both men are depicted facing the bale of Cotton Yarn. At the top of the label and inside a scroll is written in English "The Currimbhoy Mills Company, Limited," the owners and proprietors of the Trade Mark. On one side of the bale is also written in English "The Currimbhoy Mills Company, Limited."

5.—The representation of a Chinese Mandarin with hands crossed holding a scroll upon which is written the Chinese characters (四秀興隆) meaning in English "prosperous throughout the four seasons." At the top of the label and inside the surrounding border are written "The Currimbhoy Mills Company, Limited," the owners and proprietors of the said Trade Mark. On the margin of the label and inside the surrounding border on the right hand side thereof are written the Chinese characters (此加廉批美屢士有限公司) being the equivalent in the Chinese language of "The Currimbhoy Mills Company, Limited." The said Trade Mark is known amongst the Chinese as the "Yam Yin Mark." The words "Yam Yin" (飲宴) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration;

in the name of Currimbhoy, Ebrahim & Co., who claim to be the proprietors thereof.

The Trade Mark Nod. 1 has been used by the applicants since the month of April 1902.

The Trade Mark Nod. 2 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 3 has been used by the applicants since the month of January 1905.

The Trade Mark Nod. 4 has been used by the applicants since the month of February 1905.

All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 27th day of October 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Vœux Road Central,
Hongkong.

1054]

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that EBRAHIMBHOY PABANEY, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants, have, on the 27th day of September, 1905, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of "Two Phœnixes" feeding on the flowers of a plant. On the right hand side of the label and inside the surrounding border are written the Chinese characters (雙鳳) meaning in English "Two Phœnixes." At the top of the label and within a scroll are written "Ebrahimbhoy Pabaney" the owners and proprietors of the Trade Mark. The said mark is known amongst the Chinese as "Sheung Lun Mark." The words "Sheung Lun" (雙鸞) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation.

2.—The representation or illustration of a two-wheeled cart pushed by a Chinese boy. A man is depicted standing by the side of the boy with his right hand uplifted holding a three-cornered flag. On the cart is an earthenware vessel containing Chinese cash and flowers. At the top of the label and inside the surrounding border are written "Ebrahimbhoy Pabaney," the owners and proprietors of the Trade Mark. Above the illustration and below the border are written the Chinese characters (招財進寶) meaning in English "Giving you good luck." The said Trade Mark is known amongst the Chinese as the "Chiu Tsoi Tsun Po" Mark. The words "Chiu Tsoi Tsun Po" (招財進寶) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation or illustration.

3.—The representation or illustration of the famous Chinese warrior "Chiu Tsz Lung" riding upon a horse holding a sword in both hands.

In the right hand corner of the label are written the Chinese characters (趙子龍) meaning in English the name of the warrior Chiu Tsz Lung. On the right hand side of the label and in the surrounding border are the Chinese characters (衣布剌謙批爾巴嗰) being the equivalent in Chinese of Ebrahimbhoy Pabaney, the owners and proprietors of the said Trade Mark. The said Trade Mark is known amongst the Chinese as the Chiu Tsz Lung Mark. The words "Chiu Tsz Lung" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described illustration or representation.

4.—The representation of the Chinese god known as "San To" (神荼) being the god in Chinese mythology who "keeps the Door" and "drives the evil spirits away." In the right hand corner of the Trade Mark are written the Chinese characters (神荼 meaning in English "San To." In the margin of the label on the right hand side thereof are written the Chinese characters (衣霸巴嗰) being the equivalent in the Chinese language of "Ebrahimbhoy Pabaney," the owners and proprietors of the Trade Mark.

In the margin of the label and on the left hand side thereof are written the English words "E. Pabaney." The said Trade Mark is known amongst the Chinese as "the San To Mark."

The words "San To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation.

5.—The representation or illustration of the Shan Fa flower; on the left hand side of the label and inside the surrounding border are written the Chinese characters (山花) meaning in English Shan Fa flower. At the top of the label and outside the surrounding border are written "Ebrahimbhoy Pabaney," the owners and proprietors of the Trade Mark. The said Trade Mark is known amongst the Chinese as the "Shan Fa Mark." The words the "Shan Fa" (山花) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation;

in the name of EBRAHIMBHOY PABANEY who claim to be the proprietors thereof.

The Trade Mark Nod. 1 has been used by the applicants since the month of September 1897.

The Trade Mark Nod. 2 has been used by the applicants since the month of December 1898.

The Trade Mark Nod. 3 has been used by the applicants since the month of January 1899.

The Trade Mark Nod. 4 has been used by the applicants since the month of September 1899.

The Trade Mark Nod. 5 has been used by the applicants since the month of April 1905.

All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 27th day of October 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Vœux Road Central,
Hongkong.

1050]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE CURRIMBHOY MILLS COMPANY, LIMITED, carrying on business at Bombay, China and elsewhere as Manufacturers of Cotton Yarn have, on the 27th day of September, 1905, applied for the Registration in Hongkong, in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of a pond. At the side of the pond stand a man and a dog. A crocodile is depicted lying on the surface of the pond and coming towards the aforesaid man. A boat with two oriental men in it is depicted close to the tail of the crocodile and being propelled by two oars. At the top of the label and inside the surrounding border are written "Currimbhoy Ebrahim & Co.," the owners and proprietors of the trade mark. At the bottom of the label and inside the surrounding border are written the Chinese characters (釣鱷魚) meaning in English "crocodile fishing." The said mark is known among the Chinese as the "Tiu Ngok Yu Mark" (釣鱷魚嘜). The words "Tiu Ngok Yu" (釣鱷魚) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation.

2.—The representation of an old Ram having two sharp pointed horns. The Ram is depicted standing in a field surrounded by trees. Around the label is a fancy border and at the top of the label and forming part of the fancy border are written "Currimbhoy Ebrahim & Co.," the owners and proprietors of the Trade Mark.

At the top of the label but inside the fancy border thereof are written the Chinese characters (老棉羊), meaning in English "Great Sheep." The said Trade Mark is known amongst the Chinese as the Lo Ming Yeung Mark (老棉羊嘜). The words "Lo Ming Yeung" both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation or illustration.

3.—The representation or illustration of the Chinese historical and illustrious person "Tso Chow" who is depicted standing in a mountain ravine surrounded by mountains. On each side of "Tso Chow" are depicted a man and a woman each holding a large Chinese mandarin fan over his head. Near him are depicted two Chinese warriors holding war flags who are supposed to be interviewing or talking to him. In the left hand corner of the label are written the Chinese characters (曹操) meaning in English "Tso Chow." At the top of the label and inside the surrounding border are written "Currimbhoy Ebrahim & Co.," the owners and proprietors of the said Trade Mark. The said Trade Mark is known amongst the Chinese as the "Tso Chow Mark." The words "Tso Chow" (曹操) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration.

4.—The representation or illustration of five Chinamen and a Chinese boy standing or sitting round a round table. The table is depicted standing amongst a quantity of flowers or leaves. On the table are fruits which the Chinese boy is reaching for. At the top of the label and inside the surrounding border are written "Currimbhoy Ebrahim & Co." the owners and proprietors of the said Trade Mark. Above the illustration and below the border are written the Chinese characters (飲宴) meaning in English "Drinking at a feast." The said Trade Mark is known amongst the Chinese as the "Yam Yin Mark." The words "Yam Yin" (飲宴) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration;

in the name of Currimbhoy, Ebrahim & Co., who claim to be the proprietors thereof.

The Trade Mark Nod. 1 has been used by the applicants since the month of April 1902.

The Trade Mark Nod. 2 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 3 has been used by the applicants since the month of January 1905.

The Trade Mark Nod. 4 has been used by the applicants since the month of February 1905.

All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 27th day of October 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Vœux Road Central,
Hongkong.

1054]

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